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No. 21,796 號陸拾玖百柒仟壹萬式第 日五初月肆辰戊 HONG KONG, WEDNESDAY, MAY 23rd, 1928. 卷拜禮 日叁廿月伍年八廿百九仟壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.
Kowloon ...Dep.	6.40	8.05	9.10	10.00	12.00	1.15	2.35	3.00	4.30	5.45	7.30	8.45	10.00	11.15	12.30	1.45	3.00	4.15	5.30	6.45
Yau Ma Tei ...Dep.	6.49	8.14	9.19	10.09	12.09	1.24	2.44	3.09	4.39	5.54	7.39	8.54	10.09	11.24	12.39	1.54	3.09	4.24	5.39	6.54
Shatin ...Dep.	7.01	8.26	9.31	10.21	12.21	1.36	2.56	3.21	4.51	6.06	7.41	8.56	10.11	11.26	12.41	1.56	3.11	4.26	5.41	6.56
Tai Po ...Dep.	7.15	8.40	9.45	10.35	12.35	1.50	3.10	3.35	5.05	6.20	7.55	9.10	10.25	11.40	12.55	2.10	3.25	4.40	5.55	7.10
Tai Po Market ...Dep.	7.30	8.55	10.00	10.50	12.50	2.05	3.25	3.50	5.20	6.35	8.00	9.15	10.30	11.45	13.00	2.15	3.30	4.45	6.00	7.15
Yau Ma Tei ...Dep.	7.45	9.10	10.15	11.05	13.05	2.20	3.40	4.05	5.35	6.50	8.20	9.35	10.50	12.05	13.20	2.35	3.50	5.05	6.20	7.35
Shatin ...Dep.	7.59	9.24	10.29	11.19	13.19	2.34	3.54	4.19	5.49	7.04	8.34	9.49	11.04	12.19	13.34	2.49	4.04	5.19	6.34	7.49
Yau Ma Tei ...Dep.	8.14	9.39	10.44	11.34	13.34	2.49	4.09	4.34	6.04	7.19	8.49	9.64	10.79	11.94	13.09	2.59	4.14	5.29	6.44	7.59
Kowloon ...Arr.	11.50	13.05	14.10	15.00	17.00	18.15	19.35	20.00	21.30	22.45	24.30	25.45	27.00	28.15	29.30	30.45	32.00	33.15	34.30	35.45

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.
Canton ...Dep.	8.05	9.30	10.35	11.25	13.25	14.40	16.00	17.15	18.30	19.45	21.00	22.15	23.30	24.45	26.00	27.15	28.30	29.45	31.00	32.15
Shatin ...Dep.	8.18	9.43	10.48	11.38	13.38	14.53	16.13	17.28	18.43	19.58	21.13	22.28	23.43	24.58	26.13	27.28	28.43	29.58	31.13	32.28
Yau Ma Tei ...Dep.	8.32	9.57	11.02	11.52	13.52	15.07	16.27	17.42	18.57	20.12	21.27	22.42	23.57	25.12	26.27	27.42	28.57	30.12	31.27	32.42
Tai Po Market ...Dep.	8.46	10.01	11.06	11.56	13.56	15.11	16.31	17.46	19.01	20.16	21.31	22.46	24.01	25.16	26.31	27.46	29.01	30.16	31.31	32.46
Yau Ma Tei ...Dep.	9.00	10.15	11.20	12.10	14.10	15.25	16.45	18.00	19.15	20.30	21.45	23.00	24.15	25.30	26.45	28.00	29.15	30.30	31.45	33.00
Shatin ...Dep.	9.14	10.29	11.34	12.24	14.24	15.39	16.59	18.14	19.29	20.44	21.59	23.14	24.29	25.44	26.59	28.14	29.29	30.44	31.59	33.14
Yau Ma Tei ...Dep.	9.28	10.43	11.48	12.38	14.38	15.53	17.13	18.28	19.43	20.58	22.13	23.28	24.43	25.58	27.13	28.28	29.43	30.58	32.13	33.28
Kowloon ...Arr.	13.05	14.20	15.25	16.15	18.15	19.30	20.45	21.60	22.75	23.90	25.05	26.20	27.35	28.50	29.65	30.80	31.95	33.10	34.25	35.40

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MURDERED RECLUSE.

POLICE DENY "THIRD DEGREE" METHODS.
WEEPING PRISONER.

Stratton, Mr. Bude.
There were many dramatic duels again in the little police court at Stratton, when William John Maynard, aged 36, a rabbit trapper, appeared on remand charged with the murder of Richard Francis Roadley, aged 84, in his lonely cottage at Tipson.

After a long and heated duel with Chief Inspector Prothero, of Scotland Yard, who was in charge of the case, Mr. W. G. G. Seager, the Exeter solicitor who is defending Maynard, appealed to the Bench for an adjournment.

"This more than human endurance can stand," he said. "I feel I cannot go on any longer to-night." The magistrate had agreed to sit until 10 p.m., but out of consideration of Mr. Seager they adjourned at six o'clock.

Maynard looked as relieved as anyone when he heard that the court was to be adjourned. He jumped up from his chair, stretched his arms, and swung himself up and down on the side of the dock.

Accused Man's Emotion.
When Inspector Pill, of the Cornish constabulary, was giving evidence of what he found at Mr. Roadley's cottage on the day after the murder, Maynard began to weep bitterly. At one stage he jumped up and said, "May I say a word?" His solicitor told him to sit down and be quiet.

When Inspector Pill was finishing his evidence, Maynard cried, "Have you spoken the exact truth? Can you look me in the face and say that is all the truth? I have a wife and children."

He was told again by his solicitor to keep quiet, but he jumped up once more and cried, "Please, can I speak?" He had to be pushed back into his seat.

There were sharp encounters between Mr. Seager and Chief Inspector Prothero.

Inspector Prothero said that in his opinion the wound from which Mr. Roadley died was caused by a trapper's hammer which he found in a field as a result of a statement made by Maynard.

Handcuffing.
Mr. Seager: How do you know it is Maynard's hammer?—Because it was in a place where Maynard said it would be.

Referring to the implication of Thomas Harris, a chimney sweep, in Maynard's alleged statement, Mr. Seager asked Inspector Prothero why he did not suspect Harris, who had already three convictions against him while Maynard had none.

"A previous conviction does not govern us in that way," retorted the inspector.

Mr. Seager: I am going to put it to you that you were practising "third degree" methods in handcuffing Maynard when he offered voluntarily to accompany you to a field and point out where certain articles from Mr. Roadley's cottage were hidden?—Absolutely not.

Is it not true that you or Sergt. Sprackling, of Scotland, or both of you, used to go to Maynard time after time and you, "You black-guard, we can see through you."—Emphatically no.

Alleged Statement by Accused Man's Wife.
The first witness was Inspector Pill, who said that in the dead man's house he found certificates showing Roadley to be the holder of £1,614 in War Stock.

On February 28th Maynard asked to be allowed to make a further statement, and the next day agreed to show the police where certain things were hidden.

Inspector Pill said that he handcuffed Maynard to himself. While they were motoring, Maynard said, "I believe I shall go off my head. I shall die before this job is over. I know I shall. Have you found the hammer yet?"

Shortly after they left the car Maynard suddenly went limp and let himself fall to the ground. He was taken back to Stratton.

Superintendent Basher said that before Maynard was charged with the murder he threw himself on to the floor. He was examined by a doctor, who said, "It is sheer bunkum and cowardice. He is perfectly all right."

(Continued at foot of next column.)

ROULETTE AN EXACT SCIENCE.

NEW SYSTEM FOR BREAKING BANK.
RUSSIAN'S IDEA DEMONSTRATED.

A curious demonstration took place on April 18th, on the initiative of Edouard Rigal, who has made a long study of the game of roulette, with a view to proving that a careful player with a modest capital can be sure of winning.

A number of well-known frequenters of the tables at Monte Carlo and Ostend assembled, in company with some possessors of so-called "systems" and mathematical experts on the theory of probabilities, to watch Rigal play against the bank. The ball was put in motion by a professional croupier, who was later relieved by two or three players.

Rigal started with a capital of Frs. 2,700 (£21 12s.), and, in spite of what is said to have been an exceptional series of unlucky runs, left the table at the end of three hours with a profit of Frs. 385 (over £3). His highest stake was Frs. 480 (£3 10s.). The ball was put into action 204 times, so that the profit works out at Fr. 1.10 (3d.) per stake. Another demonstration will be given, the London Morning Post is informed.

A Russian Precedent.
This result is not so surprising as it seems. It is, in fact, well known that a certain number of small players at Monte Carlo make a regular, if not handsome livelihood out of the tables. But to do so requires an exhausting watchfulness and restraint.

Colonel Elvengren, the unfortunate Finnish officer, who served with great distinction in the war in the Russian Guards, and was virtually tortured to death last year by the Soviet Government in Petrograd, where he was seized on the charge of fomenting a counter-revolutionary plot, at one time adopted this means to keep body and soul together.

With a capital of no more than Frs. 1,000 (£8) he could apparently be certain of winning Frs. 30 in a day. He only played with small stakes, and made it an absolute rule to leave the table when he had won Frs. 30. But he found playing like this entailed such a mental strain that after a few months he preferred to quit the Casino and seek work as a navy in the Monaco dockyards.

MR. CHARLES SIMS'S TRAGIC FATE.

100FT. FALL INTO RIVER.

It is now revealed that Mr. Charles Sims, R.A., was drowned in the River Tweed between Melrose and St. Boswell's, Roxburghshire.

Mr. Sims, it is officially stated, fell into the river from a 100ft. high railway viaduct, which spans the stream. He was injured by the fall, but death was due to drowning.

Stones were found in the pockets of Mr. Sims's clothing when his body was recovered in mid-river about 200 yards downstream from the bridge.

Mr. Sims, who was 55, had been staying with friends at St. Boswell's with the intention of working in seclusion. He left Ravenswood, the house of Mrs. Younger, early in the morning for a walk. As he did not return for several hours—an unusual occurrence—search was made and the body was found in shallow water when Mr. Sims had been dead about two hours.

Although Mr. Sims is said to have been suffering from depression for some days, he had not been medically attended during his visit. It is understood that Mr. Sims left letters addressed to relatives and friends.

Sergeant Tresidder said that when questioned about his movements, Maynard said, "I know what you have come about. It is that Titson case. If I had done that I would go and hang myself."

After Maynard had told him he was at home on the day of the crime, added the sergeant, Mrs. Maynard said, "I am going to tell you the truth. Last Saturday he was never here at all."

DIARY OF EVENTS.

Today.
(May 23rd.)
Queen's Theatre: "Les Miserables."
World Theatre: "Paddocked."
Star Theatre: "The Lone Eagle."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Thursday.
(May 24th.)
Empire Day.
Presentation to Mrs. Remington Government House, 10.15 a.m.
Opening by H.E. the Officer Administering the Government of Cheer 'O, Y.M.C.A. City Hall 6 p.m.
Official Opening by Mrs. Duppuy of St. Peter's Club Bathing Shed, Repulse Bay, 3.30.
Queen's Theatre: "Les Miserables."
World Theatre: "The Frontiersman."
Star Theatre: "The Boy Friend."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.
Principal Malls: Inward: Europe via Suez (Rempura).

Friday.
(May 25th.)
Christian Fellowship Meeting, Helena May Institute, 10.30 a.m.
Union Insurance Society of Canton 50th ordinary yearly meeting, 11 a.m.
China Fire Insurance Co., Ltd., 50th ordinary yearly meeting, 11.15 a.m.
British Traders Insurance Co., Ltd., 62nd ordinary yearly meeting, 11.30 a.m.
Meeting of Creditors of the Hong Kong and Territorial Estates, Ltd., noon.
Property Sale: China Auction Rooms, 3 p.m.
Queen's Theatre: "Les Miserables."
World Theatre: "The Frontiersman."
Star Theatre: "The Boy Friend."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Saturday.
(May 26th.)
Queen Mary born, 1907.
Fifth Extra Race Meeting, Happy Valley, 2.30 p.m.
Golf: Whitsuntide Meeting.
Queen's Theatre: "Les Miserables."
World Theatre: "The Frontiersman."
Star Theatre: "The Boy Friend."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.
Principal Malls: Outward: Europe via Marseilles (Malwa), 10.30 a.m.

Sunday.
(May 27th.)
Whitsun Day.
Unveiling of Queen's Regt. Memorial Plaque at St. John's Cathedral, 9 a.m. by Col. Hayley.
Golf: Whitsuntide Meeting.
Queen's Theatre: "Thais My Daddy."
World Theatre: "Three Weeks in Paris."
Star Theatre: "Man of the Forest."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Monday.
(May 28th.)
Whit Monday.
Fifth Extra Race Meeting, Happy Valley, 2.30 p.m.
All day Picnic St. Peter's Club.
Queen's Theatre: "Thais My Daddy."
World Theatre: "Three Weeks in Paris."
Star Theatre: "Man of the Forest."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Tuesday.
(May 29th.)
Sanitary Board Meeting, 4.15 p.m.
Half Yearly General Meeting H.K. Jockey Club, 5.15 p.m.
Extraordinary General Meeting, Queen's Theatre: "Simon the Jester."
World Theatre: "Is Zat So!"
Star Theatre: "You'd be Surprised."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

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New York	4.884
Geneva	25.32
Milan	92.40
Stockholm	18.19
Oslo	18.22
Prague	1641

LABOUR'S FIGHT WITH COMMUNISTS.

FOREIGN MONEY FOMENT-
ING REVOLUTION.

BRITISH TRADE UNIONS
ALARMED.

COUNTER MEASURES.

Great indignation has been aroused throughout England by the disclosure of the Home Secretary, Sir William Joynson-Hicks, that a Russian bank here is still distributing money to stir up revolution. Thousands of pounds a week are said to be pouring into Britain from Moscow for this purpose.

M.P.s and trade union leaders point out the necessity indicated by these disclosures for clearing out the remnants of the Bolshevik agents, and urge that action shall be taken swiftly.

Trade unions are embarking on a life-and-death struggle with Communist plotters. In the Scottish coalfields Mr. Robert Smillie, M.P., and other officials are ready to form a new union from which all Reds will be barred. They call upon miners to purge their organisation of the Communists' evil, disruptive influence.

MR. SMILLIE AND NEW UNION.

SCOTTISH PROPOSAL TO
EXCLUDE REDS.

A large body of Conservative M.P.s is gravely concerned, writes the political correspondent of the Daily Mail, regarding the revelations made in the House of Commons by the Home Secretary, Sir William Joynson-Hicks, showing that a Russian bank in England is acting as the financial agent of Moscow to foment revolution in Great Britain.

It is clear from the further statement made by the Home Secretary at Leamington that he is in possession of information much more detailed in character than that given to the House.

Sir William will be pressed to publish this information, which, it now appears certain, would show the channels through which money from the Russian banks in Britain is being paid to Communist agitators.

There are increasing indications that many trade unionist M.P.s would be prepared to support a decision of the Government to take further steps to cut off the Moscow funds from the Communist agitators who are seeking to break up the trade unions.

Following action by the Executive Council of the Boilermakers' Society to eject Communists from its councils, comes the news that the Scottish Mine Workers' Union is engaged in almost a death struggle with members of the Communist Party and Minority Movement.

Drastic action is now contemplated by Mr. Robert Smillie, M.P., president of the union, and other of the leaders.

I learn on good authority that as the only means by which it may be possible to free the Scottish mining unions from the Communist grip steps may be taken by Mr. Smillie and his colleagues to start a new Scottish union from which all Communists will be rigidly excluded.

Getting Rid Of Mr. Cook.
From South Wales I hear of a determined attempt to revise the rules of the Miners' Federation that it may be possible to get rid of Mr. Cook from the secretaryship.

THOUSANDS A WEEK.

MOSCOW GOLD STILL POUR-
ING IN TO COMMUNISTS.

Moscow is pouring money into England for seditious purposes at the rate of thousands of pounds a week.

All Foreign Money.
"The total strength of the Communist Party at the most generous estimate," said a person qualified to speak on this matter, "does not exceed 5,000. These Communists rarely pay their dues and levies, yet the party has money to run newspapers, subsidise parliament and municipal candidates, and even talk of running a daily newspaper."

When the time comes for the full story to be told of how the evidence on which the Home Secretary bases his statements was obtained a remarkable triumph for Scotland Yard officers will be disclosed. The Special Branch of the Criminal Investigation Department is now understood to have traced the Red's ramifications throughout Great Britain.

(Continued on next column).

THE SHANTUNG DEBACLE.

HOW THE RUSSIANS SAVED
CHANG TSUNG CHANG.

A MUTINY SUPPRESSED.

It is interesting to note, writes Mr. Rodney Gilbert from Peking to the North-China Daily News, that Ankuochun commanders are under orders not to bring their disciplined and self-respecting units into actual contact with the Shantung hordes for fear of contamination.

Many good stories of the confusion and demoralization of the Shantung forces are coming into Peking with returning liaison officers sent down from here. One might write quite a neat little skit, for instance, on the terrific rumpus that Chu Yu Pu raised at Tschow when he could not get an engine and a flat car to forward his precious motor car to Tientsin.

Russians To The Rescue.

It appears that Chang Tsung Chang would never have escaped across the Yellow River in his flight from Tsinan if it had not been for his Russian detachment. The garrison troops had all gone on ahead without waiting for instructions, the Tüpan being among the last to leave with a part of his bodyguard brigade and his Russian detachment, plus an armoured train. When they got near the Yellow River they found that a small Southern army, moving from the southeast, was already in possession of the railway and the bridgehead. The long file of trains came to a halt and the soldiers of the bodyguard brigade tumbled out and looked to their officers for orders. These gentry were characteristically non-plussed by the situation and behaved in a way that revealed their utter helplessness.

Hopeless Chinese.

The Russian officer in command of a unit of about 600 men saw that his valuable Chinese colleagues were in a hopeless funk and took charge of the situation, whereat the Chinese officers recovered and cheerfully carried out his instructions. With the Russians in the centre and the bodyguard troops on the two wings a very spectacular attack was delivered against a much larger Southern force, which fled eastward in confusion after making very little resistance. The Tüpan's flight then proceeded.

The Inevitable Meeting.

After Chang Tsung Chang had established himself at Tschow and had commenced, as an after thought, to haul his flying cohorts at Yucheng and Pingyuan and to consider the possibility of forming defence lines at these places, there was at Pingyuan the inevitable meeting of troops who did not want to fight but war to move on to Tientsin. Some of the two brigades of the 7th army established themselves in Pingyuan and declared their independence. The Tüpan went down to look the scene over, summoned an armoured train and the remnants of the 10th Army and proceeded to carry out a campaign against the mutineers with a spirit that might have been useful if displayed against the Southerners further south. With no consideration whatever for the residence of Pingyuan, the armoured train threw 500 75 mm. shells into the town, after which the Tüpan with his troops stormed the place from the north and took it. Five hundred of the mutineers were killed in the fighting and 200 who were captured were summarily shot. The main force escaped through the west gate in the general direction of Taming to make life thrilling for the denizens of the famine area. The attacking forces lost 30 killed.

Manifesto Against "Evil, Disruptive
Influences."

A manifesto to Scottish miners by the executive of the National Union of Scottish Mineworkers, which is signed among others by Mr. Robert Smillie, M.P., president, and Mr. Hugh Murnin, M.P., vice-president of the union, states that:

The Communists are endeavouring to capture the executive authority with the settled intention of using the machinery and prestige of the union to further their own sinister purposes. You cannot in your own interests allow them to succeed. These are pledged to take their instructions and to act without question at the behest of an outside body whose decisions are an outrage on every principle of democracy that prevails in this or any other country outside of Russia.

We refuse to take our instructions from this or any other outside body. We ask you to do your part in purging your organisation of this evil, disruptive influence.

WOMAN BISHOP'S QUEER MISSION.

U.S. QUESTIONS FOR BRITONS.

DISGUISE.

Bishop Alma White, America's only woman bishop, and leader of the Pillar of Fire Movement, has arrived in England to carry the approaching United States Presidential election campaign to British shores. This is her twenty-first trip to Great Britain.

"I am the unofficial envoy of 10,000,000 American citizens," she said to a Daily Express representative.

"Don't ask me what I think of short skirts, dancing, and women smoking," she insisted. "I am not interested in moral abstractions this trip."

"What I have come to find out this time is"—Bishop White extracted a typewritten document from among a mass of papers—"what are you English folk going to do about this man, Alfred E. Smith, who is to run for President in the United States?"

"Millions of Americans want to know, and I am going to find out, and go back to tell them," Bishop White explained here that she would be in England three weeks on her mission.

"Disguise."

"I have my ways of finding out. My people in England will help me. I will disguise myself and go into Hyde Park."

"I want to ask you English people a few questions. Do you like Americans any better now than you did when the war debts were being talked of so much two years ago? On what side are your sympathies in our efforts to block Alfred Smith's way to the White House?"

"What about the Church of England Prayer-book? Is England returning to Romanism?"

"These are questions asked in the United States. My people expect me to return with an answer."

"I addressed two great meetings in Boston at Easter. No one discussed Easter. Every one wanted to know what the British thought of Al Smith."

Governor Smith is expected to be the Democratic candidate for the U.S. Presidential election. He is a Roman Catholic.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

May 22nd, 1928.	
B.K. Bank	\$1,287 1/2 buy, 1,285 sa.
Do.	London \$1,344 nom.
Chartered Bank	\$211 1/2 buy.
Merchants Bank, A. & B.	\$250 1/2 nom.
Do.	C. \$214 nom.
P. & O. Bank	\$294 nom.
East Asia Bank	\$75 nom.
Qanton Insurance	\$380 1/2 nom.
Union Insurance	\$344 1/2 nom.
North China Ins.	\$140 buy.
Yangtze Insurance	\$400 buy.
China Underwriters	\$32 1/2 nom.
China Fire Insurance	\$220 buy.
Hong Kong Fire Ins.	\$170 nom.
Do.	\$140 sel.
H.K. Steamship	\$224 sel.
H.K. Tugs	\$32 nom.
Indo-China (Prof.)	\$37 buy.
Do.	(Def.) \$78 nom.
Shell Transport	\$5 1/2 nom.
Waterworks	\$20 1/2 nom.
Benguet	\$14 nom.
Kailash Mining Co.	\$50 buy.
Leuchars (combined)	\$12 1/2 buy.
Do. (single)	\$12 1/2 buy.
S'hai Explorations	\$12 1/2 buy.
Shanghai Loans	\$12 1/2 buy.
Bauis	\$4 nom.
Tromoh Mines	\$17 1/2 nom.
H.K. & K. Wharves	\$120 1/2 buy.
H.K. & W. Dock	\$401 sel.
China Frigidants	\$303 sel.
Longways	\$110 buy.
New Engineering	\$110 buy.
Shanghai Docks	\$110 buy.
S'hai Cottons	\$110 buy.
Oriental Cottons	\$110 buy.
S'hai Cottons (old)	\$110 buy.
Do.	(new) \$110 buy.
H.K. & B. Hotels	\$80 buy, 80 sel.
H.K. Lands	\$80 buy, 80 sel.
Shanghai Land	\$140 buy.
Humphreys Estates	\$140 buy.
H.K. Realities	\$140 buy, 80 sel.
H.K. Tramways	\$140 buy, 80 sel.
Peak Trams (old)	\$140 buy.
Do.	(new) \$140 nom.
Star Ferries	\$140 nom.
China Lights (old)	\$110 sel.
Do.	(new) \$110 sel.
Do. (1928 issue)	\$110 sel.
H.K. Electric	\$394 nom.
Macao Electric	\$394 nom.
Telephones	\$36 buy.
China Buses	\$110 buy.
Singapore Tractors	\$110 buy.
China Bangers	\$110 buy.
Malayan Sugars	\$224 nom.
Canton Loss	\$224 nom.
Cements (combined)	\$224 sel.
Do.	(old) \$224 sel.
Do.	(new) \$130 nom.
H.K. Ropes (old)	\$110 sel.
Do.	(new) \$110 buy, 210 sel.
United Alabaster	\$110 nom.
Dairy Farms	\$110 nom.
Watsons	\$110 nom.
De A. Winger	\$110 nom.
Lease Onwards	\$110 nom.
MacIntoshes	\$110 nom.
Sincere	\$110 nom.
Wm. Powell	\$110 nom.
H.K. Amusements	\$110 buy, 29 sel.
H.K. Constructions	\$110 nom.
H.K. Indus. G.S. Bonds	\$110 buy.
H.K. Govt. Loans	\$110 prem. nom.
buy—buyers; sel.—sellers; nom.—none.	



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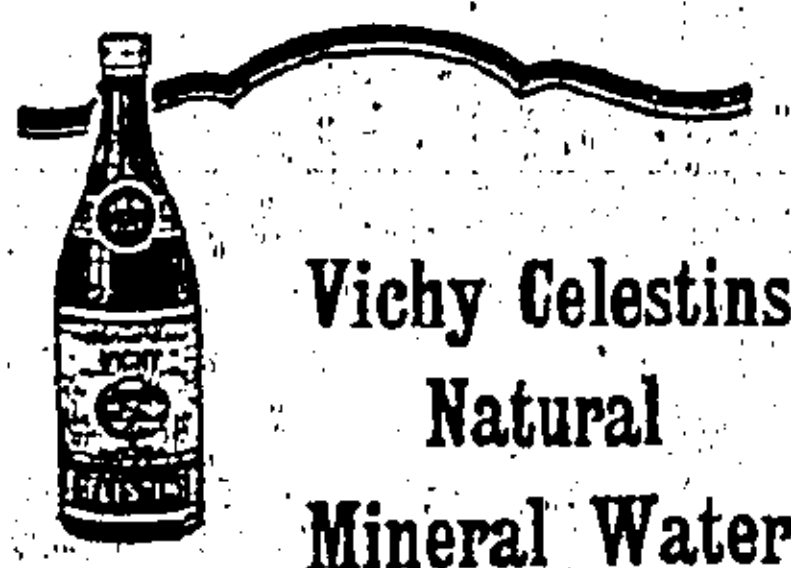
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It gives zest to the appetite and helps one to enjoy the pleasures of the table.

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QUARTS ... \$7.00 per bottle

PINTS ... \$3.70 "

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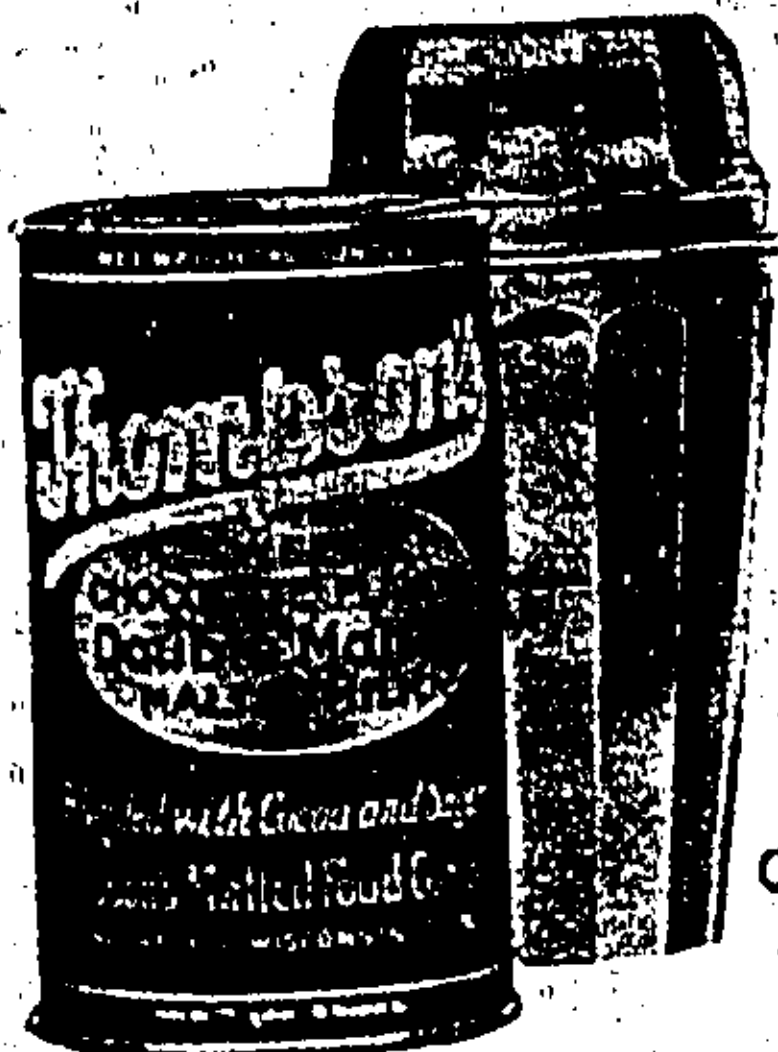
contains no harsh substance to scratch the precious enamel or cut into the necks of the teeth at the danger line where the thinner enamel meets the delicate tissue of the Gums.

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[A.P.S.]



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[A.P.S.]

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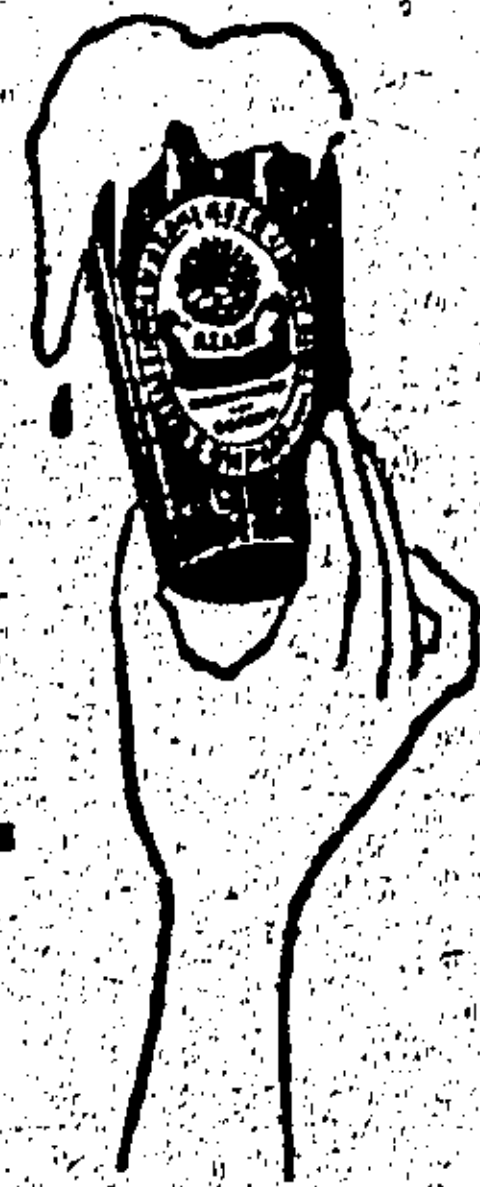
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THE NORTHERN CHANCES.

BELIEVED FAVOURABLE.

WELL EQUIPPED FENGTIEN ARMIES.

JAPANESE POLICY.

A Japanese liaison officer, just returned to Shanghai from the North, said that, from a military point of view, the Northern defences through Paotingfu could only be regarded as very weak by reason of the fact that they ran through open country. On the other hand, the Northern Army were overwhelmingly powerful in light and heavy artillery and machine-guns, and their advantage in this respect more than made up for the weakness of their positions. Comparing the men, he was of the opinion that the Northerners in all respects were far better equipped than their opponents, and the men of the two divisions under the immediate command of General Chang Hsueh Liang (the "Young General") were far superior to the best in the Southern army. Should the Northern command decide to hold their ground and receive the support of the best of the army, he felt sure the South never would capture either Tientsin or Peking, but a half-hearted attempt would be of no use.

Asked what would be Japan's policy, either in China or Manchuria, he said that no one outside the Government could say. It was the understanding in the army that their only business was to protect their nationals, and it was presumed the same policy would be followed even in Manchuria. The assumption was that, although the Japanese would not interfere between the two parties, they would not hesitate to disarm either Northerners or Nationalists, if their actions were prejudicial to Japanese rights.

Fengtien Successes.

Mr. Rodney Gilbert expresses the same view in a telegram dated May 18th.

He states:

No fighting is yet reported on the Tsin-Pu line where the defences at Chinghsien and Machang are considered adequate. The fighting at Wangtu below Paoting is restoring confidence here, since Fengtien is registering easy victories and capturing guns and supplies. The enemy forces are alternately described in the Press as Shansi and Kuomintang troops, which is misleading. Actually they are units of the former Third Kuomintang Army and other riffraff, whom Feng Yu Hsiang foisted on Yen Hsi Shan and whom Yen Hsi Shan is now delighted to push out of Shansi against the Ankuochun guns. The Fengtien authorities do not believe that the First Kuomintang Army and the better Shansi units are supporting these forces.

Japanese Desire For Fengtien Retreat.

For several days past the Japanese have been puzzling both journalists and diplomats by insistent dissemination of defeatist propaganda, designed to make the Ankuochun withdrawal to Manchuria seem inevitable. This is too obvious, especially in Tientsin, to be even clever. To-day's ultimatum prohibiting the movement of armed forces through Shanhaiwan is also bewildering. The consensus of opinion now is that the purpose of the Japanese programme is twofold: first, to emphasize the supposed imminence of the Southern occupation of Peking, as warrant for precautionary military measures here; secondly, to prompt the Fengtien withdrawal before Shanhaiwan is closed, so that the Nationalists shall control all China within the Wall, when Japan is ready to dictate terms that will guarantee the cessation of anti-foreign nonsense and future respect for treaties.

The local Japanese garrison are erecting aeroplanes hangars on the Legation Quarter glacis, and evacuating women to make room for reinforcements and local males, mostly reservists.

Exit Chang Tsung Chang.

Marshal Chang Tsung Chang arrived last night and returned to Tientsin this morning after an interview with the Dictator. Prior to the interview he told his foreign friends that he had not thought to ask for reconsideration of his dismissal, he only desired to thank Generalissimo Chang for his previous indulgence and apologize for his failure. The Chinese gave him credit for a graceful exit.—N.O. Daily News.

BIG GAME IN INDO-CHINA.

SUCCESS OF THE RECENT EXPEDITION CARRIED OUT BY CAPTAIN H. A. WHITE FOR CHICAGO FIELD MUSEUM.

INTERVIEW WITH CAPT. WHITE IN SHANGHAI.

Capt. H. A. White, the big game hunter and collector of rare specimens of fauna for the Field Museum in Chicago, arrived in Shanghai a few days ago on his return trip from Indo-China, after having carried out a highly successful expedition in the Darlac and Laos districts.

Remarkable success attended Captain White's trip. Accompanied by two friends, who were shooting for pleasure, Capt. White penetrated the high plateau region of Darlac, which abounds in a great variety of interesting fauna. Here, according to Capt. White speaking with a representative of the North China Daily News, the northern fauna joins with distinctly tropical groups and an interesting field is provided for collectors. Especially true is this of bird life.

Elephants abounded on the trip and several instances of charging elephants are related by Capt. White, to show some of the perilous angles of this form of sport. Eighteen elephants were to have left Saigon last week for Germany where they would be conditioned and eventually go to the United States for zoological gardens and circuses. These were purchased by Capt. White from a native prince at 1,500 piastres, or about \$1,500 each. In Europe, he said, each would be worth \$1,000. Fifteen natives would go with them on their travels.

Enormous Reptiles Captured.

Among the other live specimens were 12 pythons, including the pure black variety and five king cobras, one of the latter being 13 feet long, and the slate-yellow colour of the species. One of the rock pythons measured 27 feet long. These had been fed before being shipped in their sanitary cases covered with double mesh chicken wire, and would lie dormant for the next few months, as was their custom, three times a year being sufficient for them to feed.

The enormous reptiles had been captured by the native Moie, an interesting race akin to the Igorotes of the Philippine Islands. The method employed for capturing them was to set fire to the brushwood where they hid, the flames causing the cobras to take to the nearest hole which is generally too small for them, so that a bit of their tail can be taken hold of by the natives who have meantime, jammed a forked stick over the hole. The snake is drawn out as far as his head which is caught in the fork, and by means of other bamboo sticks and holders the giant reptile is got safely into a cage.

The pythons, who carry no poison, their dangerous qualities being encompassed in their ability to squeeze their victims to death, are captured off the trees in the jungle, in an equally deft way by the natives.

A Little Known Tribe.

In connection with the work of these natives, Capt. White pointed out the Darlac was the district reserved for the Moie. Ten concessions mainly in the charge of the Dutch have recently brought the district into prominence. The

Moie, however, are being concentrated in Darlac, which is between Laos and Annam, by the French authorities to provide a stronghold. Little is known about the tribe but what is known is intensely interesting. At one time they were the slaves of the Chans, who were connected in dim times past with the wonders of Angkor. There are 2,000,000 of these Moie in Indo-China.

Among other live specimens taken were the Asiatic wild dog which it is hoped will be used for breeding purposes; several litters of beaver-rats; mongooses in three of four species; otter; eld deer; axis deer, a rare specimen; and several fine samples of pheasants, notably the August, the Miln Edwards, and the new Rhinhardt.

Specimens As Yet Unsecured.

A male and female group of gaur were killed for the museum, as well as a group of banting, including herd bull and female and calf. A habitat group of water buffalo was also secured. A species of swamp deer, hitherto believed to exist only in India was also found, and a habitat group of eld deer made other additions to the collection. The famed Schoenberg deer, the last specimen of which was obtained by Dr. Hornaday, 25 years ago, still eluded Capt. White as did the unicorn rhinoceros. It is understood that Kermit Roosevelt expects to come to Indo-China with in the next year, and that he, too, will probably look for these difficult specimens, although it is thought likely that the Schoenberg may be extinct.

Capt. White describes the hunting in Indo-China as far more interesting than that in Africa where game abounds more plentifully. The shooting of a gaur is more of a feat, he feels, than would be tracking of some of the game in Africa. A knowledge of conditions in Indo-China is all important, he declares, and unless a hunter is himself an expert tracker or can get expert natives to track for him, success is out of the question, for any of the more difficult game.

An Abyssinian Expedition. Capt. White will leave Shanghai on Saturday (yesterday) to travel on a Siberia to Paris, where he will complete arrangements for a year's expedition into Abyssinia, to Lake Rudolph. Two dry seasons and one rainy will be spent in the district, still on the look-out for Field Museum specimens.

In about two years, Capt. White hopes to return to China, where, conditions warranting, an expedition will be undertaken into Szechuan which is described by him as the most interesting section yet remaining unexplored in Asia. There the golden furred monkey and the pander alone are worth going after, he declares, and a big-game expedition would be richly rewarded.—North China Daily News.

OPIUM NO LONGER TO BE BURNED.

CHINESE REPORT AS TO DESTINATION.

TO BE USED AS MEDICINE.

SHANGHAI, May 19th.

The Nanking Government, acting on the instigation of the Kiangsu Opium Suppression Bureau, who appear to have been working in conjunction with the Customs officials, has issued instructions that the opium which is confiscated monthly by the Chinese Maritime Customs shall no longer be burned at the kiln in Pootung, but that it is to be delivered to the Bureau to be disposed of as it sees fit. This report appeared in the Crystal Times, a Chinese paper which appears irregularly.

According to the report, the Kiangsu Opium Suppression Bureau has consulted with the Ministry of Finance, both parties having agreed that, subject to the approval of the Nanking Cabinet, the drug is to be handed over to the former organization who have been instructed, it is understood, to utilize the contraband in the preparation of anti-opium medicines. The usual rewards are to be paid by the Bureau.

On May 10th, the Customs officials, adhering to their recent instructions, handed over 787 catty of Persian and Szechuan opium to the Bureau, the reward money amounting to \$1,229 having been paid to authorized persons.

In this connection it is interesting to note that seizures which have

(Continued at foot of next column.)

SAIGON RICE MARKET.

NO CHANGE.

The Compagnie de Commerce & de Navigation d'Extrême-Orient in their report on the rice market dated Saigon, May 16th, state: There is practically no change in our market since our last report.

As far as rice No. 1 and 2 are concerned, the position continues rather weak, but the tendency for by-products: rice meal and broken, is still strong on account of the small volume of business passing in rice for delivery during next month.

The total amount of rice exported from January 1st to April 30th, 1928, is 438,861,400 tons against 685,222,693 tons in 1927.

We quote to-day white Saigon rice No. 1 25 per cent. broken round grain: Hong Kong \$6.30 per picul of 134 lbs. L.O.B. Saigon: 12s. per cwt. L.O.B. Saigon; Yen 6.95 per picul of 134 lbs. L.O.B. Saigon.

White Saigon rice No. 2 sifted Japan quality, 40 per cent. broken: Hong Kong \$5.85 per picul of 134 lbs. L.O.B. Saigon; 10s. 2d. per cwt. L.O.B. Saigon; Yen 6.45 per picul of 134 lbs. L.O.B. Saigon.

For May/June shipment.

been made by Settlement police have in the past been given to the Customs for burning in Pootung upon order by the Provisional Court. It is understood that Municipal services will be disposed of as in the past, i.e., they will be confiscated by order of the Court and handed over to the Customs.—North China Daily News.

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At 2.30 \$1.20, 80 cts. 60 cts. & 40 cts.
At 6.00 & 8.15 \$2.00, \$1.20, 80 cts. & 50 cts.

Services in uniform 60 cts. to back stalls and 40 cts. to front stalls at all performances.

A drama of the fast life!



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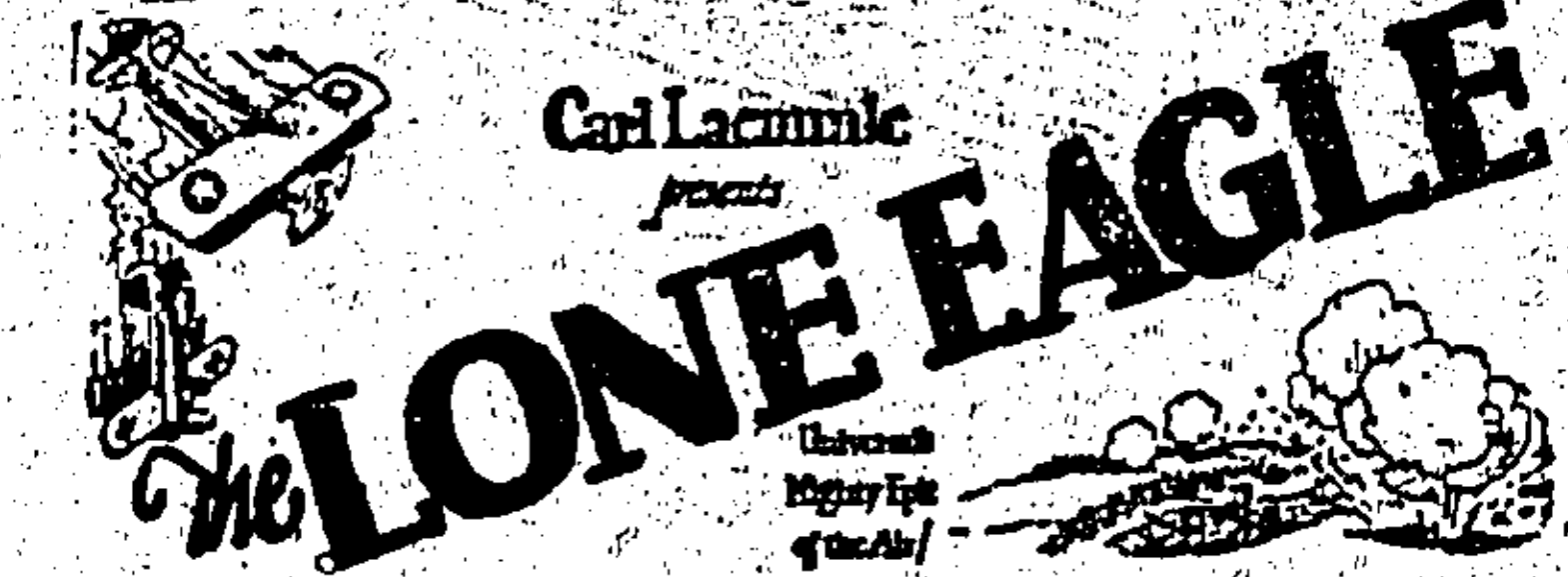
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FINAL SHOWINGS TO-DAY

Orchestra 5.15 & 9.20.

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SENSATIONAL air battles in a thrilling story of war in the clouds!



With RAYMOND KEANE—BARBARA KENT—JACK PENNICK

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Continuous 2.30 to 11.15 p.m.

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OBTAINABLE EVERYWHERE.

HONG KONG POLICE RESERVE.

ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., CAPTAIN SUPER-INTENDENT OF POLICE.

Empire Day.

There will be no duties or parades for either the Chinese or Indian Companies on Thursday, May 24th, there will also not be any instructional patrol of the Flying Squad on this date.

Police Training School.

The classes at the Police Training School, Kowloon, will be held as usual on Wednesday, May 23rd, at 5.30 p.m.

Chinese Company.

All ranks of the Chinese Company will parade at Central Police Station on Thursday, May 24th, advanced men for inspection of arms, and recruits for Squad Drill under Sergeant Condon. Fall in at 5.30 p.m. sharp. Dress and equipment.

White uniform, cap with cover, belt (no truncheon), rifle and side-arm.

Flying Squad.

Commendation—Constable R.303 Lo Shiu Wah of the Flying Squad is commended by the Captain Superintendent of Police for the smart capture of a Chinese male, subsequently sentenced to four weeks' hard labour for the larceny of a gold ring from No. 28, Queen's Road East, on April 11th, 1928.

H.E. The King's Birthday Celebration.

On Monday, June 4th, the date of the celebration of the King's Birthday, the Police Reserve will assist the Regular Police in patrol and traffic duties at Happy Valley in connection with the Military Parade. The following will be detailed accordingly, viz:

Chinese Company 50 men
Indian Company 25
Flying Squad 25
Sharpshooters' Company 15

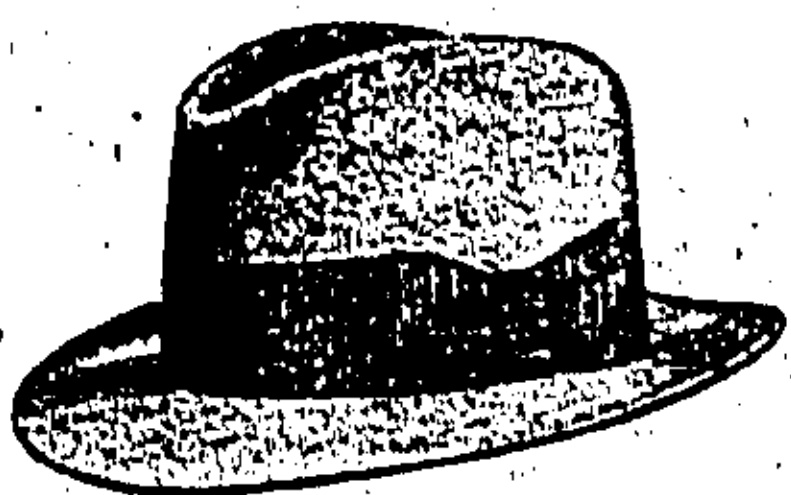
Orders regarding dress, place and hour of falling in will be published later.

(Sgd.) W. Kerr, A.S.P.

Hong Kong, May 21st, 1928.



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THE "SNAP" (Regd.)

Finest fur felt, adaptable to any shape of brim.
New stock in all the newest colours.

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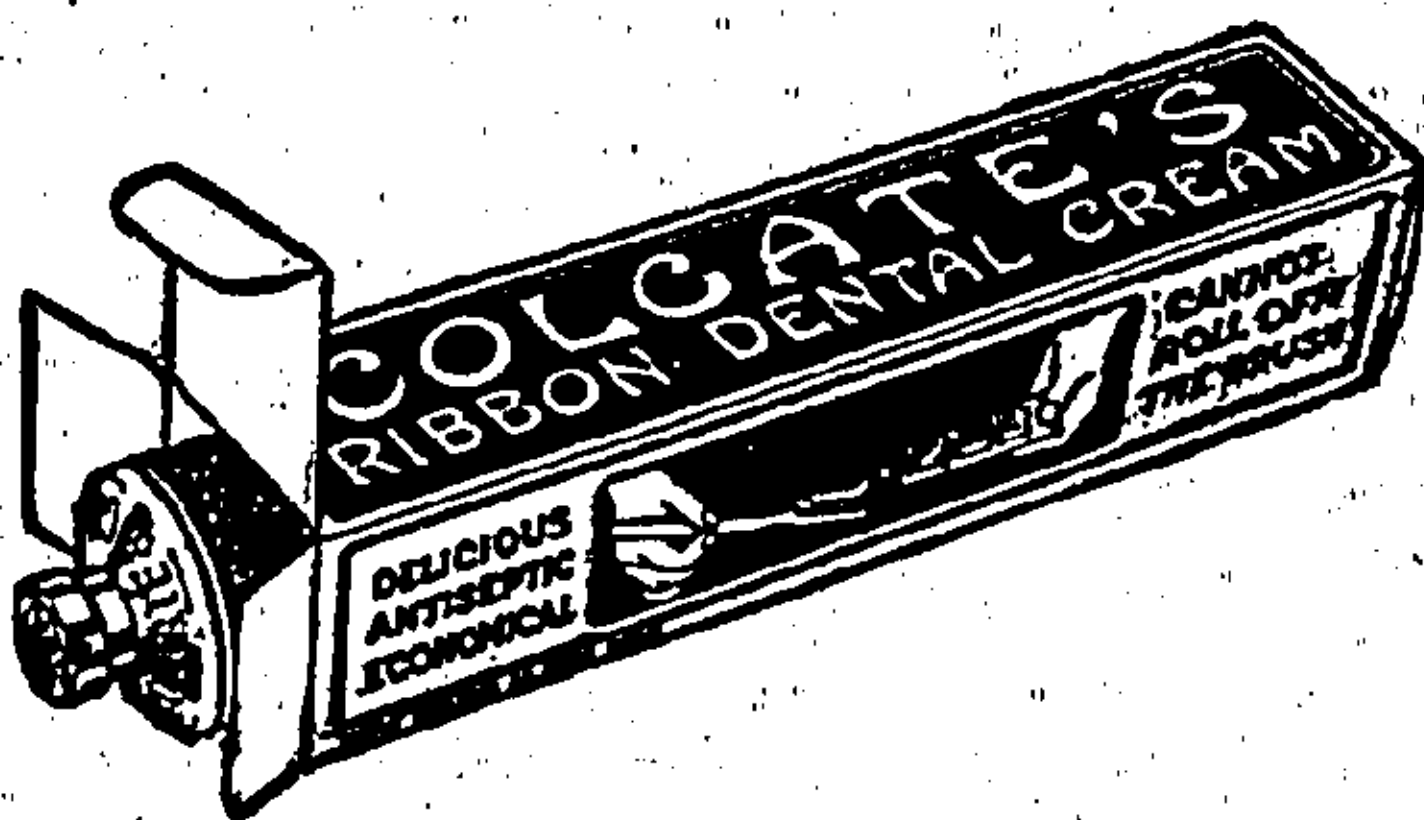
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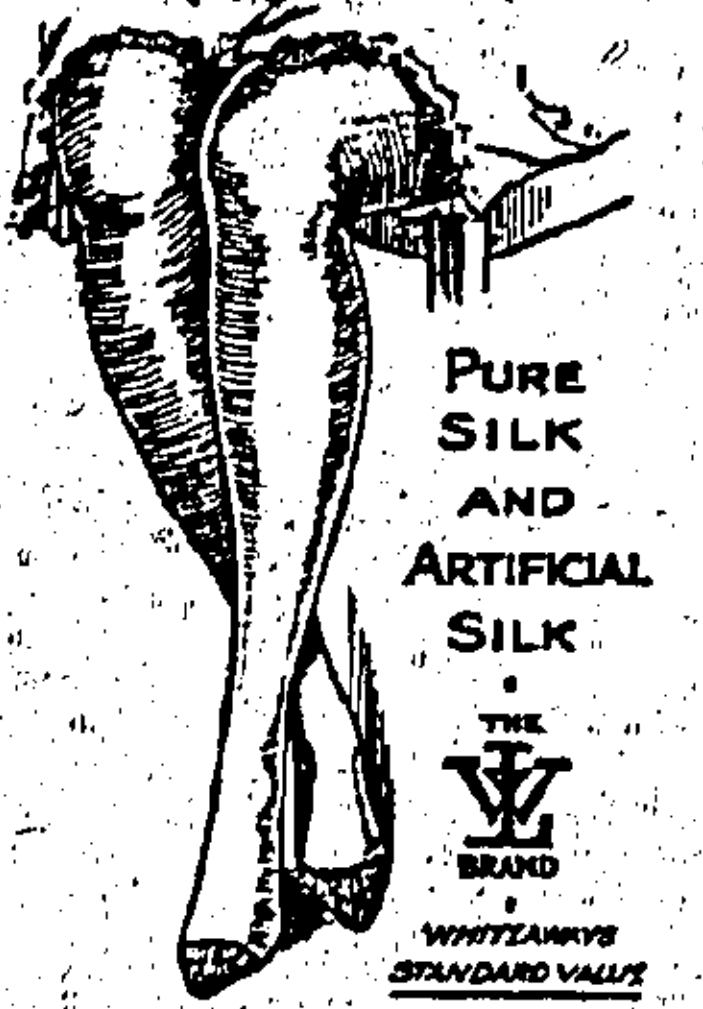
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AND YOU WILL NOT BE DISAPPOINTED.

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APPEAL BY TWO YOUNG MEN SUCCEEDS.

NO FRAUDULENT REPRESENTATION.

THE MEANING OF "FULL AGE" IN CHINESE LAW.

Judgment in the appeal against the decision of Mr. Justice J. R. Wood in the case which came to be popularly known as the "Infants' Mortgage Case," was delivered yesterday in the Full Court presided over by the Chief Justice, Sir Henry Gollan. The appeal was allowed.

The appeal was heard by the Chief Justice, Sir Henry Gollan, Sir Peter Grain and Mr. Justice J. R. Wood. It was concluded on March 7th, after a 41 days' sitting.

The appellants were Loo Kwong Lam, 57, Caine Road, and Loo Kwong Him, of the same address, infants, and the respondents were Li Koon Chun and Wing Fat Shing, 81, Wing Lok Street, and Kan Tong Po, the chief manager of the Bank of East Asia, Ltd., 10, Des Voeux Road Central.

Counsel for the appellants were Mr. Eldon Potter, K.C., and Mr. H. G. Sheldon, while Mr. F. C. Jenkin appeared for the respondents.

The circumstances of the case are briefly that the appellants with four other brothers had mortgaged some property amounting to \$400,000 on Inland Lot No. 1 in the course of the settlement of their father's will. Allegation was made against the appellants that they represented themselves to have been of full age. Their claim was that they were not responsible for the mortgage, being minors at the time, and that they did not know the nature of the documents which they signed.

Appellants' age was the most important factor which the judges had to decide. Sir Henry Gollan's view of their age was given thus: "In none of the evidence is it ever said that the appellants stated or alleged themselves to be 21 years of age, the expression used in each instance is 'of full age.' Now it is obvious that such an expression with reference to a Chinese youth is, to say the least of it, ambiguous."

Sir Peter Grain's decision on this point was also to the effect that "of full age" to a Chinese would mean about 15 years of age or thereabouts. He in common with Sir Henry Gollan found that there were no fraudulent representations made by the appellants.

Mr. Justice J. R. Wood upheld the decision given by him in the Lower Court.

STATEMENTS OF CLAIM.

The statement of claims on which the appeal was based were as follows:

(a) A declaration that as regards the plaintiffs interest in one third part of the whole of the said property the indenture of mortgage for \$400,000 on February 10th, 1923, on Inland Lot No. 7 is null and void.

(b) A declaration that the said covenant to repay is inapplicable to the plaintiffs and is to that extent null and void.

(c) A declaration that one third part of the mortgaged property is vested in the defendants as trustees to have and to hold the same to the use of the plaintiffs.

(d) An order from the court that the defendants do execute an assignment in favour of the plaintiffs of an interest in the said property equivalent to one third of the whole.

SIR H. GOLLAN'S JUDGMENT.

APPELLANTS VICTIMISED BY AGENTS.

After setting out the history of the case his Lordship referred to the parts taken by Mr. T. L. Sung, now dead, a former senior interpreter to Messrs. Dennys and Bowley, which is now Messrs. Hastings, Dennys and Bowley and Leung Wing Cheung. In assisting the brothers to obtain their rights the former demanded 10 per cent. of the value they recovered and later demanded an additional five per cent. for Leung Wing Cheung, alias Walter Ford, and according to the evidence a sum totalling 15 per cent. was paid to Sung but Leung had sworn the money was paid to him on another account altogether. "It is not material to this case to assess the credibility of the evidence on this point. It would be difficult to record a final decision upon it satisfactorily without Mr. Sung's evidence. A suspicion remains with me that the plaintiffs and their four brothers have in this manner been victimised by their agents in a way for which they themselves are in large measure to blame."

"It is obvious that it was of importance to Sung and Leung that the documents executed on February 10th, 1923, should be signed without any question arising about the infancy of Lam and Hin. If it did the whole transaction might not have gone through. In any case Sung and Leung would not have received their 15 per cent. from the two infants."

After dealing with the second mortgage for \$100,000 which, it was alleged by the plaintiffs was mainly for the purpose of paying the respective percentages to Sung and Leung, his Lordship went on to deal with the aspect of fraud put forward by the defendants in their pleadings. This was to the effect that the infants fraudulently signed the documents by concealing the fact that they were not of age. It was

further alleged that on February 10th, 1923, in the office of Messrs. Wilkinson and Grist it was stated verbally on behalf of the plaintiffs and in their presence by T. L. Sung that the plaintiffs were both of age. In this connection his Lordship said: "Even, therefore, if I were satisfied that this statement had been made by Sung on behalf of Lam to Messrs. Hastings, Dennys and Bowley and that it was binding on the latter, I do not see how it can be said to have deceived the defendants and induced them to act to their detriment seeing that it was never communicated to them, so far as the evidence shows. However, both the plaintiffs denied that they heard Sung make any such statement."

His Lordship continued: "Leung's evidence on behalf of the defendants was most important in this connection. He corroborates Li Koon Chun and Kan Tong Po, the defendants, and he further stated that when the mortgage was being executed at Messrs. Hastings, Dennys and Bowley's Lam had, when the matter of age was being discussed, tapped his chest and said 'I am of age.' Lam absolutely denies that he did any such thing or made any such statement. None of the other witnesses called for the defence speak to this incident and it is further to be observed that when the letter of September 4th, 1923 was written, Leung was also available and yet nothing was said in that letter about this alleged express misrepresentation made by Lam as to his age. After dealing further with the point, and remarking that Leung's recovery of five per cent. depended on the transaction going through, his Lordship gave it as his opinion that Leung's uncorroborated statement should not be accepted in preference to Lam's denial."

His Lordship continued to deal with the case as regards age and fraud when he said: "After a careful consideration of the evidence I have come to the conclusion that having regard to the personal interest which Sung and Leung had in putting this transaction through, and to the small amount of reliance that can be placed on the evidence of Leung, I am unable to accept the evidence of the latter when it conflicts with that of either of the plaintiffs. As this is the only direct evidence as to any express misrepresentation made by Hin, I am of opinion that I must accept Hin's statement with regard to this matter."

"As I have already shown, Leung is corroborated by the two defendants as regards the statement made by Sung on the subject of Lam's age; but these latter were very late in recollecting any such representation. The defendant Li Koon Chun only recollected the fact after a conference at which Leung was present, and all the circumstances of this case make me distrustful of that person. On the whole, I have come to the conclusion to accept Lam's denial with regard to this matter."

Full Age.

"There is a further consideration which also affects my judgment. In none of the evidence is it ever said that Lam and Hin were stated or alleged themselves to be 21 years of age; the expression used in each instance is 'of full age.' Now it is obvious that such an expression with reference to a Chinese youth is, to say the least of it, ambiguous."

After summarising the findings of Mr. Justice Wood, his Lordship went on to deal with the points argued by the defence on the questions of age and fraud. In this connection he said: "Sung is dead and the plaintiffs both deny that the release was ever interpreted to them; and I am of opinion that there is no evidence on which it would be safe to come to the conclusion that the release was ever, in fact, interpreted to either of the plaintiffs."

Dealing with authorities his Lordship said: "In view of the opinion I have formed as to the absence of any fraudulent misrepresentation on the part of the plaintiff it is not necessary for me to express any definite opinion on this part of the case made on behalf of the plaintiffs. I will only say that most of the authorities cited were cases where the party aggrieved was suing an infant defendant; not of an infant plaintiff, who admitted his fraudulent conduct, seeking directly to victimise an honest and deceived defendant."

Concluding his Lordship said: "A point was taken by Mr. Justice Wood in his judgment that this action is not properly constituted as certain necessary parties are lacking. Counsel for the respondents did not rely on this point in answer to the prayer of the appellants that the judgment should be set aside; and I therefore do not propose to deal with it except by saying that I do not think it precludes this court from granting the relief asked for on this appeal."

After referring to an authority, his Lordship concluded: "I am of opinion that no express representation has been conclusively brought home to either of the plaintiffs in this case that their appeal should be allowed and that they are entitled to the relief they ask for in paragraph seven of the statement of claim, with costs here and in the court below."

SIR PETER GRAIN.

DIFFICULTIES OF UNDERSTANDING A LEGAL DOCUMENT.

In his judgment, Sir Peter Grain, after enumerating the claims of the appellants, said: "The main defence to the statement of claim and I think I may say the only real defence was that the plaintiffs represented themselves as being able to make the said mortgage or were privy to such representation and that such representation to the knowledge of the plaintiffs was false and fraudulent and furthermore induced the defendants to become parties to the said mortgage."

The main issue in this case is whether or not the fraud alleged against the appellants has been proved by clear, conclusive and explicit evidence? In testing the evidence given at the trial, I am of opinion that the evidence of Sung Tsui Lun and Leung Wing Cheung, the interpreters, should be jettisoned and not considered. I am of opinion that they were both biased witnesses; they were interested in the transaction being completed and each was to receive some commission on the completion of the transaction. Suspicion is therefore cast upon their credibility and their credibility is very material to the issue, and consequently I do not rely on their statements."

In the course of the negotiation and the carrying out of the transaction, according to the evidence the phrase of "being 21 years of age" never seems to have been used, the phrase always used was "full age." According to Chinese law, "full age" is about 15 years of age or thereabouts, and the appellants had already carried through some transactions concerning land in Macao either according to Chinese law or the law prevailing in Macao, where 21 years was not the age of majority, but an age far less than 21 years."

The learned trial judge in the court below found as a fact that the appellants had acquired a working knowledge of English. I must accept that although as they did not speak English in the witness box, the only evidence of their knowledge was that they had been to Hong Kong University and said they could speak English. But a working knowledge of the English language and the understanding of a legal document drawn up in English legal phraseology, are two very different things."

I think I am justified in saying that the average Englishman (not being a lawyer) who has an English legal document read to him, would understand nothing or very little of what it was intended to convey. He would have to go through it sentence by sentence, and phrase by phrase before he would realize the real purpose of the document."

How much more difficult it would be for a Chinese-speaking youth to comprehend the facts stated in the formal English legal deed

KAIPING COAL
FOR ALL PURPOSESHOME,
FACTORY
AND
BUNKERSPOWER
HOUSE,
TUGS &
LOCOSTHE KAILAN MINING ADMINISTRATION,
Head Office—TIENTSIN.

DODWELL & CO., LTD., Agents, Hong Kong.

A REFUSAL TO BE
SEARCHED.PEDESTRIANS AND DISTRICT
WATCHMAN.

A Chinese appeared before Major C. Willson at the Central Magistrate's yesterday afternoon, on the charge of assaulting a District Watchman on the 14th instant at Morrison Street, off Des Voeux Road.

Mr. F. S. Losbey appeared on behalf of the defendant, and intimated that he would file a cross-summons against the District Watchman for assault.

The watchman told the Court that the defendant and another Chinese were walking along Morrison Street, and he approached the man with the defendant and said that he wished to search him. He produced his official badge and the person allowed himself to be searched. He did not search the defendant and walked away accompanied by another district watchman. Suddenly the defendant came up and questioned his authority to search his friend, and called an Indian constable to arrest him (witness). The witness then asked defendant to come to the Police Station where he would prove his identity. The defendant refused to come, and witness attempted to arrest him, but was struck on the face. He then blew his police whistle and chased the defendant who had run away. The defendant was arrested and brought to the Police Station.

The watchman who was with the last witness at the time corroborated.

Cross-examined by Mr. Losbey he said that he did not think the last witness wanted to arrest the defendant but merely wished him to come to the Police Station to prove that he had the authority claimed.

One of the two Indian constables who were close by at the time of the incident told the Court that he saw the watchman search the defendant's friend. When the watchman wanted to search the defendant the latter refused. The watchman then came up and told him that the defendant would not allow himself to be searched. Witness told defendant he must allow himself to be searched, but when the watchman approached, the defendant struck him on the jaw, knocking him down. The defendant then took to his heels, but the watchman blew his police whistle and chased the defendant, who was eventually caught and taken to the Police Station.

Mr. Losbey asked witness if it was possible that the watchman struck the defendant first, but the witness replied that they were both struggling, and could not say who struck the first blow.

The Magistrate: "What made you think that the watchman wanted to search the defendant?"

Witness: "He called out 'search your person' (in Chinese), and he also told me so later."

Magistrate: "The first two witnesses say that the defendant went over to the Indian constable first, but now you say that the watchman told you that the defendant refused to be searched. The evidence is very complicated, and I am inclined to disbelieve the first witness."

Mr. Losbey said that he would withdraw the summons against the watchman should his client be discharged.

The Magistrate agreed to this and the case was dismissed.

GUNMEN IN MOSCOW.

On January 6th last Pravda, the official Soviet newspaper reported:

A special group (of visitors) is composed of ten Irish revolutionaries. This group came to Russia, together with English delegates, under the leadership of "Will Lawther."

Speaking on behalf of the Irish group, Cornwell said: "Our country has to fight against England, exactly like yours. Irish sympathies are with you, and we hope that the next Soviet Republic will be Ireland."

translated from the legal and technical English phraseology into Chinese by a Chinese interpreter. The appellants said that the documents were not translated to them, and I consider that the balance of the evidence shows that it is very doubtful whether they were translated.

Having gone through all the evidence at the trial, I am of opinion that there is no evidence of that clear, conclusive and explicit character which has been held so necessary in many reported cases to establish a plea of fraud. I am therefore of opinion that the mortgage deed is null and void.

I am therefore of opinion that this appeal be allowed and that the appellants are entitled to the relief asked for in the statement of claim, with costs here and in the Court below.

MR. JUSTICE J. R. WOOD.
UPHOLDS HIS JUDGMENT IN
LOWER COURT.

In upholding his judgment given in the lower Court, Mr. Justice J. R. Wood said: "I am still satisfied that both the appellants intended to obtain money for themselves, to which they knew they were not immediately entitled, also that with this object they deliberately exercised for themselves the legal capacity of adults, fraudulently, with the intention of denouncing their contract, if at any time the market went against them. Solicitors and others were media through which the appellants conveyed their false representation to the respondents, thus inducing them to make the contract. Their fraud was actual, and was actively prosecuted through agents."

It was found in the Court below that the appellants, who are plaintiffs knew that the false representation made was being made, and also understood its meaning and effect. The judgment below has decided that the representation was made to all whom it might concern, and that among those concerned were the respondents.

It also found that the appellants actively perpetrated this fraud through their agents. On this issue of fraud, I reaffirm the opinion formed below: The dishonest purpose was carried into effect by concurrent signature of a series of legal documents. My opinion was formed on seeing the appellants as witnesses. It remains unshaken even though my judgment seems to have been in error in certain statements concerning the deed of release. That deed did not in fact contain an express reference to the age of the appellants themselves and it appears never in fact to have been sent to the office of Messrs. Hastings, Dennys and Bowley for interpretation.

The desire to obtain money from their father's estate was evident in the appellants. This was the direct cause of what was done.

If the finding of the issue of fraud in the Court below be maintained, the legal consequences have been in my opinion rightly assigned. The problem then is to adjust the principles of equity with the position of the infant at common law. I adhere to what I have said in the Court below. I felt strongly the force of the argument for the appellants, that the order of the Court below has enabled them to do nothing which they could not already have done without it, and that the assistance of the Court is nugatory. The legal remedies of the appellants are not hereby exhausted. They may obtain a declaration that they are not liable on the personal covenant to repay, but this will not content them.

The respondents have not elected to rely upon my ruling. In my opinion the Court should order the co-mortgagors to be made parties to these proceedings before varying by order this contract of mortgage. In my opinion this appeal should fail.

APPEAL ALLOWED.

His Lordship, Sir Henry Gollan, then said that the decision of the majority of the Court was that the appeal should be allowed.

Mr. Jenkin applied for a stay of 14 days, and as Mr. Potter raised no objection, the application was allowed.

A RIVER TRIP TO NANNING.

WUCHOW AS A MARKET FOR MOTOR-CARS AND TRUCKS.

ACTIVITY IN ROAD CONSTRUCTION.

RUSSIANS AWAITING DEPORTATION.

[FROM OUR CHINESE CORRESPONDENT.]

WUCHOW, KWANGSI.

The great fire at Wuchow more than a year ago proved to be a blessing from the standpoint of civic improvement. This part of the city has been given modern roads, and the other day the first automobile to reach Wuchow was able to run for more than a mile upon an asphalt highway. Mr. Ling Hung Fan, formerly of Hong Kong and Shanghai, is now director of public works, and he has been responsible for much of the improvement effected.

Wuchow is the principal open port for the Province of Kwangsi. It is a transhipping point for hogs, wood oil, and Kwangsi products outward bound. At the Samkoktsui section of Wuchow, small factories for matches, ammunition, bricks, glassware and box-making, are springing up.

In addition to public telephone and electric light services, the municipal authorities of Wuchow are planning a water system which will relieve the inhabitants of the hardship of fetching water from the river.

Wuchow now has more than ten modern roads passable for all kinds of vehicles. The longest is the Nam Wan Loo, which is more than 1,000 feet in length and 70 feet wide. This road is built of asphalt and cost more than \$34,000. Another road, over 1,500 feet in length and 50 feet wide which will cost more than \$64,000, is under construction. On the Samkoktsui side, the University Road is being planned. This will run from the British Consulate to the University, a distance of about 2,900 feet. Besides these, others are under consideration, and within a short time, Wuchow will have many roads and offer a market for motor cars and trucks.

A number of roads in the Kwangsi public highway system will lead to Wuchow, and before the end of next year, it is expected, that one will be able to travel to the leading cities of this province by motor-car.

THE RIVER TRIP.

Wuchow may best be reached at the present time by water. There are almost daily sailings from either Hong Kong or Canton by West River boats which touch the ports of Hohow, Samshui, Shihing, Dosing, and Takling on the way. Fares from Canton or Hong Kong range from \$2.50 to \$10 a single trip, but for non-Chinese travellers, unfamiliar with local habits and food, it is recommended that only saloon accommodation should be booked. This will cost \$8 to \$10 a single trip, exclusive of meals which may be ordered in native or European style.

The first place of call before arriving at Wuchow is Samshui, for which Hohow is the port. The boat usually remains here eight to ten hours. Samshui is not a port of industry but simply one for transshipment. Residents in the neighbourhood, like those of Samsan, appear to be very proud of their rice cakes and bean pudding and display them on small sampans to attract passengers who may care to taste these locally famed refreshments.

From Hohow, Samshui, to Wuchow, is less than a day's sailing, if the state of water level is favourable and a steamer only takes average cargo. The beautiful scenery of the Ningyang, or Shihing Gorge, between Hohow and Shihing, has been described by many writers. The pagodas, temples and other structures which add to the natural beauty of the Seven-Star Hills and other heights along the banks of this section of the West River present a glorious picture especially in the afternoons of a clear day.

The City of Shihing, not far from the port of Hohow, Samshui, was once the capital of Kwangtung, but is no longer of political importance. Leaving Shihing, a call is made at the ports of Takling and Dosing by the Canton-Hong Kong-Wuchow steamers. There is not, however, much to be seen at either of these two ports.

The journey from Wuchow to Nanning by water is one of no little difficulty on account of the changes in water level. There are also a number of bars and rapids which passed, and only most skilful pilots familiar with the local conditions can be entrusted with the navigation of the boats. No night sailing is possible except when the water is at its highest and when there is moonlight. Some passages are so narrow that, at low water level,

two ordinary boats cannot pass at the same time.

The accommodation in the motor-boats which undertake the trip is divided into three classes—state-room, dining room, and steerage. Meals may be obtained at 40 to 80 cents each passenger.

For foreigners not used to Chinese food and modes of living, state-rooms should be engaged, and it is also advisable to take a servant for fetching water and other necessities from the kitchen. The traveller should provide himself with his own bedding and cooked or tinned food should be carried. Fresh rice, vegetables, and other Chinese dishes to which a foreigner is accustomed may be ordered from the kitchen on board. The ordinary fare from Wuchow to Nanning is about \$15, which is set at all high, when it is considered that a trip may sometimes take a week or more.

Guards are carried on every boat plying between Wuchow and Nanning via ports, and in the evenings, although not sailing, search lights are ready to prevent the approach of bandits unawares. The guards are all licensed by Government, and are often men of the regular army detailed from a neighbouring garrison for duty on board these vessels.

FISHING MADE EASY.

The native fishing huts built on the rocks in the river are interesting. Nets are not used. These huts have doors opening the current and fish swim into them, glad presumably to find rest and peace. These huts are worth several hundred dollars each, and it is said that many bankers are glad to accept them as security for loans to the fishermen. When the water is high, the huts are under water. When the water is lower, the owners simply have to go and take the fish from them, the catch sometimes amounting to several piculs.

Occasionally one may see bamboo poles with green leaves on the top sticking out of the water. This is a sign of danger, notifying possibly a newly discovered rock. A careful navigator will make a note of the location, and as compensation to the discoverers, who must be junk owners or a "sampan man" nearby, a boat passing will often lower into the water several bundles of firewood in which are usually enclosed a number of silver or copper coins. The junk owners, noticing the firewood, will come out in sampans and pick up the bundles and the coins therein.

Villagers along the river are usually engaged in firewood or fishing business. In some cases, they devote themselves to cutting and drying grass used for the making of huts and mattresses. Bamboo cultivation is also a side industry. The actual work is done by the women. The men devote their attention to rowing or enrol as soldiers in the armies of the militarists.

RUSSIANS AT WUCHOW.

Some 10 Russians, said to be "Whites," alleged deserters from the French Army in Indo-China, are now at Wuchow awaiting disposal by Chinese Authorities. They will probably be handed to the French Consular Service at Canton. Since their arrival at Wuchow, the Russians have been taken care of by the Customs Authorities. On May 17th it was decided to send them to Samshui, Kwangtung, without an escort, but after the Russians were put on board the a.s. *Tai Hing*, they were recalled and the steamer, Hong Kong bound, had to turn back. These Russians speak French and German, in addition to their own language.

The alleged deserters were first found within Kwangsi territory near Lungchow, not far from the boundary line of Indo-China. They were taken to Nanning early in April. From Nanning, the Police Authorities delivered them over to the Chinese Commissioner for Foreign Affairs at Wuchow. One of them died in hospital at Wuchow. Two of the original group of 10 escaped.

Some of the Russians wished to go to Hong Kong, but the captains of most of the Hong Kong-Wuchow steamers refused to take them on board, except as regular passengers with proper passports and providing they were able to pay their expenses.

Several of the deserters were still in some sort of army uniform, but their appearance bespoke exhaustion from travel and irregular food.

MORE "REDS" ARRESTED.

RAIDS ON THE SCHOOLS.

CURRENCY PROBLEMS BEING FACED.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, May 22nd.

The rounding up of alleged "Reds" in Canton has been going on very extensively during the last few days, and a number of schools have been searched and several students arrested. The First Provincial Middle School and several others have had pupils arrested on suspicion of complicity in a plot against the leading militarists in the City.

The Tung Mung Wui section of the Kuomintang has wired to certain Japanese political leaders requesting them to influence their Government to refrain from further intervention in Chinese affairs in North China.

Canton leaders are still withholding comments on the reported acceptance of the Japanese five demands by General Chiang Kai Shek, pending official intimation that he has done so.

More than \$3,000,000 of the \$30,000,000 depreciated Central Bank of China notes have now been withdrawn from circulation. To minimize the problem arising from many 20-cent pieces being counterfeits or low grade, the City Bank of Canton has decided to issue dime and half-dollar notes. The City Bank already has dollar notes in circulation.

Water levels in the Kwangtung rivers have risen considerably owing to the heavy rain of the last few days in Canton and vicinity. During the next fortnight, river traffic will be easy for all concerned.

ANTI-JAPANESE FEELING IN SWATOW.

ARRIVAL OF GUNBOAT AROUSES ANGER.

Advice received from Swatow to the effect that the arrival of a Japanese gun boat there and the landing of Japanese marines has had the effect of intensifying the people's feeling against the Japanese. The sight of the gunboat and the marines aroused the populace to action, and on the 14th inst. a meeting was convened by the merchants. The gathering was unanimously in favour of cutting off all contact with Japanese, and particular action is being taken by the dealers in marine products, mainly supplied by Japanese, to cease ordering these goods and to suspend the sale of all goods of Japanese origin. This boycott was to take effect from the day of the meeting.

It is also reported that the Chinese bankers are in sympathy with the movement and that they have voted to cease all transactions with Japanese.—*Canton Gazette*.

BOLD BAD ROBBERS.

REPELLED BY YOUNG LADY OF CANTON.

Saikwan has always been known as the quarters of the rich and the elite, says the *Canton Gazette*. But recent reports seem to indicate that Saikwan can also boast of possessing wisps of femininity of undaunted courage.

It was only a few days ago that a young lady in Saikwan on being attacked, raised the alarm with the result that two out of the three "heaven" failed to get away.

Now comes report of another assault on one of the fair sex. The leading lady of this drama possessed youthful charms and also gold bangles and bracelets.

She was walking, along Ng Po (No. 5 Ward) when she was suddenly pounced upon and seized by two male bandits, both armed with weapons of offence.

The young dame engaged the attackers to such effect that they began to doubt the wisdom of the step they had taken. They wavered, whereat she put yet more vigour into her efforts, and at the same time shouted for help.

The two men lost heart completely and fled precipitately.

ROUND THE POLICE COURTS.

LT.-COL. F. EAVES, D.S.O., TAKES MR. LINDSELL'S PLACE.

During the absence of Mr. R. E. Lindsell the Senior Magistrate of Hong Kong, who has accompanied the Interport Cricketers to Shanghai in the capacity of scorer, Lt.-Colonel F. Eaves, D.S.O., has taken over the duties of the Senior Magistrate. Lt.-Colonel Eaves is the Land Officer at the Supreme Court, and this is his first experience as a Magistrate. His Worship displayed a marked leniency, and several hawkers were fortunate to be discharged with cautions. His Worship imposed heavy fines and sentences when the occasion demanded, and showed himself a very capable Magistrate.

HARBOURING A MARRIED WOMAN.

Alleged to have harboured a Chinese married woman, a Chinese named Lau Hee was charged at the Kowloon Magistrate yesterday afternoon. It was alleged against him that on or about May 14th he took into his house a woman who was married to another according to Chinese custom.

Mr. A. H. Williams, Assistant Secretary for Chinese Affairs, was for the prosecution, and the case was remanded for one week.

THE WO FAT SHING ROBBERY.

The Chinese who was arrested in Canton and is alleged to have been concerned in the bullion robbery on board the launch *Wo Fat Shing* was again brought before Mr. W. Schofield at the Kowloon Magistrate yesterday afternoon. It will be remembered that the launch was pirated in Hong Kong harbour while transshipping gold to the U.S. Prominent.

Evidence was given by the manager of the *Wo Fat Shing* firm, who said that he had bought 600 taels of gold bar for shipment to Saigon by the *Prominent*. The ingots were packed in two cases and were given to junks of the firm to take to the steamer by the launch *Wo Fat Shing*.

A junk who was on board the launch at the time of the robbery identified the accused as one of the men engaged in the robbery. The case was again adjourned.

DUTIFUL CHINESE WINE.

A Chinese appeared before Major C. Willson at the Central Magistrate for being in possession of a jar of dutiful Chinese wine.

Revenue Officer, Grimmett, who made the arrest told the Magistrate that the jar of wine was concealed in a basket loaded with vegetables and the man was arrested on the waterfront in the act of carrying it from the Macao Steamboat Wharf. The wine apparently had been smuggled from that city. The Magistrate imposed a fine of \$50 with the alternative of four weeks' hard labour.

POSSESSION OF A DAGGER.

A Chinese who appeared before Mr. W. Schofield at the Kowloon Magistrate for possession of a dagger which was found concealed amongst some clothing gave the excuse that his wife used it to chase away devils during his brother's illness. The defendant also said that he did not know that the dagger was in the box.

The Magistrate remarked that the weapon would also frighten away human beings.

Sergeant Britain said that the dagger was found while they were searching the house for stolen property, and it was possible that the defendant did not know of the dagger.

The Magistrate discharged the defendant with a caution and remarked that he should use less dangerous weapons for magical purposes.

OPIUM ON A KWANGSI LAUNCH.

Before Mr. W. Schofield at the Kowloon Magistrate the coxswain of a launch owned by the Kwangsi Government appeared on a charge of being in possession of 311 taels of raw opium.

Mr. A. E. Hall appeared on behalf of the defendant and entered a plea of "guilty."

Chief Preventive Officer Clarke, who prosecuted, remarked that the launch was the property of the Kwangsi Government who had done their utmost to stop opium smuggling. The launch *Sun Sam Lee* was used to convey tin between Wuchow and Hong Kong, and the owners had placed four armed guards on board to prevent smuggling. Several engineers had since left the ship and it was possible they were the smugglers.

The prosecution intimated that they would be satisfied to treat the matter as a technical offence, and asked for a light fine.

The Magistrate imposed a nominal fine of \$25 and ordered the opium to be confiscated.

(Continued on next column.)

IN THE TRAFFIC COURT.

MOTORING INCIDENT IN CAINE ROAD.

EUROPEAN FINED.

A summons for the alleged dangerous driving of a motor car in Caine Road brought against Mr. H. J. Chambers, of Messrs. Scales & Co., David's Building, which was adjourned last week, was on the list of traffic cases heard by Major C. Willson at the Central Magistrate yesterday.

Evidence was given by Traffic Sergeant Scrym, who was driving a motor cycle combination, and by Crown Sergeant Pepperell travelling in the side car, to the effect that a collision was narrowly averted at the Ladder Street junction of Caine Road when the defendant's car came round the bend on the wrong side of the road and at a high speed. Defendant did not stop his car until he had proceeded another 300 yards.

A Dog In The Way.

Mr. Chambers said that a dog obstructed the left side of the road and having a clear road in front he passed the animal on the right rather than stop and hold up traffic. Then on rounding the bend he came upon the police motor cycle.

His Worship remarked that the course which the defendant should have adopted was to slow down or attempt to pass the dog on the left side. It was better to run into a dog than endanger the lives of people on the road.

An Error Of Judgment.

Called as a witness for the defence, Traffic Sergeant Baker said that he happened to pass that way soon after the incident when the defendant asked him to take certain measurements. Witness expressed the opinion that the car could have passed on the proper side, but the defendant might have hit the dog which was stated to have been standing at a certain spot.

Remarking that the defendant had committed an error of judgment, his Worship imposed a fine of \$10.

EUROPEAN AS COMPLAINANT.

Evidence in support of a charge of negligent driving against the driver of public car No. 249 was given by Mr. E. F. R. Sample, of Messrs. Denison, Ram & Gibbs.

Witness said that he was escorting a lady to the Canton boat along Rumsey Street and they were just making for the footpath when the defendant's car came round a corner without any warning at a speed of about 30 miles an hour. Witness had to pull the lady out of harm's way. The car did not slow down until it got into Des Vaux Road. Witness took its number.

Defendant denied that he was going fast and field that it was impossible to negotiate a corner at that speed. Mr. Sample replied that it could be done, but agreed with the Magistrate that it was unwise to do so with the number of passengers going to the night boat.

The police stated that defendant had been driving for only six months and he had a previous conviction for obstruction against him. He was fined \$15.

NO ACCOMMODATION.

Mr. R. Jacobson, owner of motor cycle No. 300, was summonsed for failing to provide suitable accommodation for his machine in Leighton Hill Road.

He admitted the offence and was fined \$3.

SPEEDING AT NIGHT.

Charged with speeding along Eraya East shortly after midnight, the Chinese driver of public car No. 220 admitted the offence.

Traffic Sergeant Baker said that defendant was driving at the time between 30 and 35 miles an hour. Several other drivers also committed the same offence on the night in question, but they had already been dealt with.

Defendant was fined \$10.

BOAT PEOPLE FINED.

Two boatmen were charged before Mr. W. Schofield at the Kowloon Magistrate with causing a nuisance to bathers on the beach at Stonecutters Island where they had landed without permission. A military officer gave evidence that they had received numerous complaints regarding shell gathering and arrested the two defendants.

The defendants pleaded guilty and said that they had seen others collecting shells and cockles. The Magistrate imposed a fine of \$7 or 10 days' hard labour.

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THE BOOKSHOP.

CHATEL ROAD.

CHIANG KAI SHEK ACCEPTS JAPAN'S DEMANDS.

SETTLEMENT OF THE TSINAN TROUBLE.

THE SOVIET ATTITUDE TO CHINA.

JAPANESE CONFERENCE WITH NORTHERNERS.

The reports which have been going round during the last few days, to the effect that Marshal Chiang Kai Shek had agreed to the Japanese Five Demands are now confirmed by a message from Canton to one of the vernacular papers. This message quotes a telegram received by the Canton Government from Marshal Chiang Kai Shek's right hand man, General Ho Ying Chien. The telegram states that this action was taken "owing to diplomatic necessity."

There has been a long conference between Yu Kuo Han, Marshal Chang Tso Lin's representative, and the Japanese Minister, Mr. Yoshizawa. The Northern representative stated that the Ankuchun were in sympathy with the memorandum, but pointed out that there would be a very difficult position if the Northerners were to retreat without offering any serious resistance. If only the Southerners would display a real wish for peace, the Fengtienese would be quite willing to take Japan's advice.

The Japanese at Tsinan have agreed to return to the Chinese police force all prisoners and munitions captured in the city. The munitions are being returned immediately, while the return of the prisoners will not be delayed longer than is absolutely necessary.

A report from Tientsin states that Chang Tsung Chang is back in favour with the North again, and has been given a command. He is now eager to unite with the Southerners and wipe out the "foreign insult."

JAPAN'S FIVE DEMANDS.

SOUTHERN ACCEPTANCE.

(Wah Ts Yat Pao.)

SHANGHAI, May 22nd.

A previous report that Marshal Chiang Kai Shek had accepted General Fukuda's "five demands" is now confirmed by an official telegram dated the 10th inst., despatched by General Ying Chien, the right-hand man of Marshal Chiang Kai Shek, to the Canton Government. A duplicate of this telegram has been obtained by a special correspondent of the local vernacular paper, *Wah Ts Yat Pao*, at Canton. The telegram is quoted as follows:

"Owing to diplomatic necessity Marshal Chiang Kai Shek has authorised Mr. Ho Cheng Chun, plenipotentiary representative for negotiating with General Fukuda, to accept Japan's 'Five Demands.' Our forces belonging to the 1st, 3rd and 4th Army Corps have crossed the Yellow River. For the time being the Nationalists will not take any active offensive until the time is mature."

ARRANGEMENT AT TSINAN.

(THROUGH REUTER'S AGENCY.)

TOKYO, May 22nd.

A message from Tsinan says that as a result of a conference between the Southerners and the Japanese, Japan has agreed to return the prisoners and munitions captured there to the local Chinese police. It is understood that the munitions will be returned to-morrow, though, owing to the necessity of settling expenses and other questions, the return of the prisoners may be delayed.

TSINAN SETTLEMENT.

(Wah Ts Yat Pao.)

SHANGHAI, May 22nd.

According to a report from Nanking, the negotiations for the settlement of the Tsinan affair will be opened at Hanchow, Messrs. Huang Fu and C. T. Wang will represent the Nationalist Government while General Fukuda will be the Japanese representative.

Resignation Tendered.

SHANGHAI, May 22nd. Mr. Hwang Fu, the Nationalist Foreign Minister, has sent a telegram to Nanking to-day to tender his resignation.

JAPAN'S MEMORANDUM.

(Wah Ts Yat Pao.)

SHANGHAI, May 22nd.

On last Sunday night Mr. Yu Kuo Han, Marshal Chang Tso Lin's representative, met Mr. Yoshizawa, Japanese Minister at Peking, and informed him of Marshal Chang's attitude regarding Japan's memorandum. Mr. Yu said that the Ankuchun Government was in sympathy with the memorandum, especially in view of the fact that Japan had considerable interests in Mongolian and Manchurian territories. Unfortunately, the Fengtienese army was being pressed hard by the Southerners. It would render the Fengtienese position much more difficult if they did not offer any real resistance.

Subsequently he questioned Mr. Yoshizawa whether the Japanese Government had presented a memorandum to the Southern Government, and, if so, whether the

(Continued at foot of next column.)

RUBBER FUTURE IN MALAYA.

EXHILARATING BATTLE.

A HOPEFUL OUTLOOK.

(THROUGH REUTER'S AGENCY.)

SINGAPORE, May 22nd.

Presiding at the annual meeting of the Planters Association of Malaya, Mr. J. S. Arter, speaking from his considerable knowledge of planters and estates in Malaya and Ceylon, said he was certain that, failing an international agreement, their successful course now lay in a good, exhilarating, professional battle.

If they got it "looking through a telescope two years long," he saw some disgruntled rubber brokers, tired speculators, unappeased consumers, and sadder, if not wiser, Dutch planting friends, but the planters were still alive.

ANGLO-AMERICAN TREATIES.

NEW ARBITRATION PACT.

U.S. PROPOSALS CONSIDERED.

(BRITISH WIRELESS SERVICE.)

ROBURY, May 21st.

Sir Austen Chamberlain was asked in the House of Commons to-day whether the United States Government had submitted any proposals for the conclusion of conciliation and arbitration treaties between America and Great Britain on similar lines to the treaty which had just been signed between America and Germany.

Sir Austen said the United States Government had made proposals for a new arbitration treaty to replace the Anglo-American arbitration treaty of 1908 which would expire on the fourth of June.

These proposals were receiving careful consideration at the hands of the British Government. No proposal had been made by the United States Government for a conciliation treaty, because there was already such a treaty in force between the United States and Great Britain, namely the Anglo-American treaty regarding the establishment of a peace commission which was signed at Washington.

He saw no reason why this treaty or conciliation treaties now being negotiated between the United States and a number of foreign countries should be abandoned, if, as he hoped would be the case, the proposed treaty for the renunciation of war became an accomplished fact.

INTERNAL QUARRELS.

(THROUGH REUTER'S AGENCY.)

SHANGHAI, May 22nd.

A message from Hankow states that serious fighting has broken out between General Li Chung Yen's 7th Army and General Chen Chien's 8th Army.

Beyond the fact that the fighting is of a serious character, no details have been received.

Ching Chien Defeated.

SHANGHAI, May 22nd. A Hankow message states that General Li Chung Yen has disarmed General Ching Chien's troops at Wuhan.

The Hupoh Political Council has telegraphed to Nanking to ask that General Ching Chien, having disobeyed the Wuhan Administration, should be dismissed by the Nanking Government.

JAPAN IN MANCHURIA.

(THROUGH REUTER'S AGENCY.)

TOKYO, May 22nd.

In view of the increasingly serious situation in North China, the Chief of the General Staff has instructed the Commander of the Japanese troops in Kwantung, to concentrate every available unit at Mukden.

In the event of the disturbances spreading into Manchuria, the troops concentrated at Mukden will be despatched to Chinchow, Ichow and other strategic localities.

NANKING ENVOY TO U.S.

(REUTER'S AMERICAN SERVICE.)

NEW YORK, May 21st.

Dr. C. C. Wu, who was recently appointed Nanking's special envoy to the United States, has arrived. He is proceeding to Washington immediately and will ask for the U.S. Government's moral support for the Chinese against Japan's programme of establishing a Protectorate in Manchuria.

He stated, in a brief interview, that the Chinese will oppose to the utmost all Japanese encroachments in Manchuria.

MILLIONAIRE'S LONG FLIGHT.

SECOND MACHINE ORDERED.

ATTEMPT NOT ABANDONED.

(THROUGH REUTER'S AGENCY.)

AMSTERDAM, May 22nd.

The Royal Dutch Airline has received a cable from pilot Scholte from Khartoum "Van Lear Black and Geyssendorfer left on Monday afternoon by special train. Had aeroplanes in readiness at Mersad. Van Lear Black still intends to carry out the flight."

Van Lear Black has cancelled his flight owing to a damaged wing and engine trouble. He left for Cairo last night by a special train, and if necessary will charter a special steamer from Alexandria to Mersad.

He will then go to London, as a second machine is not ready now. He proposed to fly to Tokyo first and to the Cape later. The date of his departure for Tokyo is uncertain.

It is reported from Khartoum that Mr. Van Lear Black's flight to Capetown, Tokyo and back to Croydon has been abandoned for the present in consequence of engine trouble and difficulties arising from lack of suitable landing grounds.

Mr. Van Lear Black is the Dutch-American millionaire. He contemplated a 40,000 mile flight by easy stages intending to pay visits to all places of commercial interest.

MORE POISON GAS DEATHS.

ANGLERS SUDDENLY FALL DEAD.

ELECTION CROWD STAMPEDE.

(THROUGH REUTER'S AGENCY.)

HAMBURG, May 22nd.

Five deaths in hospital to-day of victims of the disaster at Wilhelmshurg, brings the death-roll to eight. Many more are in a serious condition as the result of the bursting of the poison-gas barrels.

The gas after escaping from the tanks was swept invisibly along the ground towards the Canal.

Two men on the bank fishing were observed suddenly to drop down senseless without apparent reason. The gas then swept towards the thickly-populated Wilhelmshurg district, where hundreds of people were in the streets awaiting the election results.

Numbers of them were suddenly taken ill. As all were more or less affected panic overcame the crowd and they fled to Hamburg. The whole of the Wilhelmshurg streets were evacuated.

A MARTYR TO SCIENCE.

PROFESSOR'S DEATH ON GOLD COAST.

INVESTIGATING YELLOW FEVER.

(THROUGH REUTER'S AGENCY.)

ACCRA, May 22nd.

The eminent Japanese bacteriologist, Professor Hideyo Noguchi, of the Rockefeller Institute of Medical Research, who arrived here in November last to investigate yellow fever, has died of yellow fever, contracted during a laboratory experiment.

HAVOC BY WIND STORM.

FOUR KILLED IN TEXAS.

(THROUGH REUTER'S AGENCY.)

LAREDO, TEXAS, May 22nd.

Four were killed and fifty injured in a 70-mile an hour hail and wind storm here.

DUTCH LINER SINKS.

COLLISION IN FOG.

(REUTER'S AMERICAN SERVICE.)

NEW YORK, May 22nd.

The Dutch liner *Veendam*, which collided with the American steamer *Porto Rico* in a fog at Lower Bay on Saturday, sank alongside the pier at Hoboken.

POINCARÉ'S CABINET.

(THROUGH HAVAS AGENCY.)

PARIS, May 22nd.

According to *Le Journal*, a number of deputies intend to introduce in the Chamber a motion declaring that the Poincaré Cabinet of National Union has deserved well of the country.

U.S. NAVAL EXPENSES.

BILL SIGNED BY PRESIDENT.

(REUTER'S AMERICAN SERVICE.)

WASHINGTON, May 22nd.

President Coolidge has signed the Naval Appropriation Bill providing for an expenditure of \$392,000,000.

ENQUIRY INTO POLICE METHODS.

DIFFERENT VIEWS IN THE COMMONS.

MAN WITH THE UMBRELLA.

(THROUGH REUTER'S AGENCY.)

LONDON, May 22nd.

The motion to appoint a committee to enquire into police methods has been postponed pending substantial agreement in all parties.

There is a strong desire, especially among Labour members, that the enquiry should be limited to the 5-hour interrogation of Miss Savage, and that the issue should not be obscured by any consideration of the Sir Leo Chiozza Money case.

Meanwhile one of the most important witnesses in the Money case, known as the "man with the umbrella," has turned up and has interviewed Sir Leo's solicitors. He was the man who, when the detectives were taking Sir Leo Chiozza Money and Miss Savage to the station, handed over the umbrella which Sir Leo left behind. Hitherto he has remained in the background, and had not been identified.

VENIZELLOS BACK TO POWER.

GREEK SITUATION EASIER.

(THROUGH REUTER'S AGENCY.)

ATHENS, May 22nd.

The political situation has clarified to the extent that the Cabinet is resigning and M. Venizelos will be summoned to form a Government. He will dissolve Parliament and arrange elections in two months' time.

Meanwhile, M. Venizelos will personally conduct a campaign throughout the country.

SHORT SKIRTS CAUSE DEPRESSION.

WOOLEN INDUSTRY PROSPECTS.

ARTIFICIAL SILK IN FAVOUR.

(THROUGH REUTER'S AGENCY.)

LONDON, May 21st.

Shorter frocks are cited as one of the main causes of the depression in the wool and textile trade in the report of the Committee on Industry and Trade, which has to-day been issued for publication.

The growing preference for cotton and silk and artificial silk-wear is also advanced as a primary cause.

The report states that while woollen exports nearly equal the pre-war quantity, the tissues retained for home consumption have decreased by nearly 20 per cent. as compared with 1912.

It is pointed out that the Japanese wool industry, which is comparatively new, appears to be rapidly growing.

As regards cotton, Lancashire is holding her own in the best qualities but losing ground in the coarser cloths.

The Committee is of opinion that Lancashire's future depends on the ability to retain a large share of trade goods of intermediate quality.

A contrast is provided by artificial silk of which Britain last year produced 39,000,000 pounds, as against 25,000,000 in 1924.

INSURING ARMS FOR CHINA.

PREVENTION IMPOSSIBLE.

UNDERWRITERS' FINE GESTURE.

(THROUGH REUTER'S AGENCY.)

LONDON, May 21st.

Suggestions that British firms were insuring arms shipments to China were made in the House of Commons to-day at question-time. Sir Austen Chamberlain pointed out in reply that it was impossible without special legislation to prevent such insurance, if it was really being conducted.

He assured the House that all Marine Underwriters at Lloyd's, the Institute of London Underwriters and the Liverpool Underwriters Association had voluntarily agreed at the request of the Foreign Office not to underwrite consignments of arms or ammunition to China. He was glad to take the opportunity of expressing his appreciation of the public spirit shown by them in this, as also on so many other occasions.

TERRIBLE MINE TRAGEDY.

LITTLE FURTHER HOPE.

(REUTER'S AMERICAN SERVICE.)

NEW YORK, May 21st.

The death roll in the Mather Mine disaster has now mounted to 46. Most of the bodies now recovered have been terribly mutilated by the explosion, and there is little hope of saving 152 still entombed.

GERMAN ELECTION RESULTS.

FRENCH ELATION.

A TRIUMPH FOR DR. STRESEMANN.

(THROUGH REUTER'S AGENCY.)

PARIS, May 21st.

The German elections evoked the keenest interest in France and diplomatic circles express the greatest satisfaction with the result as disclosed by the latest figures.

It is considered that the country's verdict shows a big majority in favour of Dr. Stresemann's conciliatory foreign policy.

Meanwhile, the evening newspapers publish the results with large headlines emphasising with satisfaction the victory of the Left Wing Parties.

L'Intransigeant declares that Dr. Stresemann and the Locarno Treaty have triumphed. Germany has pronounced sweepingly in favour of the policy of consolidating the republic and the future of peace.

Le Temps says: "Republican Germany has become a reality, a fact of capital importance for European politics as a whole."

The papers generally consider the result of the German elections as a victory for the Locarno policy. Some, however, make reservations because of the hostility of the Social Democrats against the Versailles treaty.

BRITISH REPLY TO AMERICA.

HIGHLY FAVOURABLE.

IMMEDIATE INVITATIONS TO DOMINIONS.

(REUTER'S AMERICAN SERVICE.)

WASHINGTON, May 21st.

British quarters in Washington express the opinion that Sir Austen Chamberlain's reply to Mr. Kellogg relating to the proposed treaty for the outlawing of war is regarded in American official circles as highly favourable.

The inclusion of the British Dominions and India in the anti-war pact by immediate invitations which are being sent direct to Canada and the Irish Free State and through the British Foreign Office to Australia, New Zealand, South Africa and India, is also viewed with satisfaction.

PERU SUFFERS FROM EARTHQUAKE.

CITIES RAZED TO GROUND.

(REUTER'S AMERICAN SERVICE.)

LIMA, May 21st.

Several places in Peru have suffered severely in an earthquake which affected a wide area to-day. One village in the Cajamarca Department, has been completely destroyed and numbers of the inhabitants are buried in the ruins.

It is impossible to estimate the number of casualties yet.

At Pimpango over 100 are known to have been killed. The city was razed to the ground by the earthquake.

U.S. WOMAN'S ENDURANCE RECORD.

50 HOURS IN SWIMMING POOL.

(REUTER'S AMERICAN SERVICE.)

CHICAGO, May 21st.

Mrs. Myrtle Huddleston, an American lady, has established a world's endurance record in the swimming pool at Chicago, by remaining in the water for 50 hours, 10 minutes 15 4/5th seconds.

The previous record for women was 32 hours 20 minutes, made only last Saturday by Miss Nyle Austen, of California, while it exceeds the men's record of 46 hours set by the German swimmer, Otto Kemmerich.

INDIAN GAMBLERS IN JUTE.

A CLEVER FRAUD.

(THROUGH REUTER'S AGENCY.)

CALCUTTA, May 21st.

A sensation has been caused by the arrest to-day of 118 Marwaris (bankers and moneylenders) including some of the wealthiest members of the community.

The Police raided the premises of the Bengal Jute Merchants and Brokers' Association, and took them in custody on charges of gambling in jute.

Subsequently, bail was granted in every case. It is alleged that the Association induced people to speculate by buying and selling non-existent bales of jute, fixing the rate according to this fictitious supply and demand.

CABLE AND WIRELESS DEBATE.

CHAIRMAN'S STATEMENT.

DECISION RESTS WITH DOMINIONS.

(THROUGH REUTER'S AGENCY.)

LONDON, May 21st.

Sir John Gilmour, the Chairman of the Imperial cable and wireless conference, was unable to tell the House of Commons when the deliberations would be concluded, when, in accordance with Mr. Baldwin's promise, facilities were given to-day for a discussion on cable and beam wireless relations.

As the debate, if taken on the Supply Vote, would have restricted the Opposition in discussion, the Government moved the adjournment to enable a much more free debate.

Government Control. Mr. Walter Baker (Labour) who has been most persistent in his requests for information regarding the conference, said the Opposition feared that a provisional decision, with the acquiescence of the Dominions, had already been reached.

The effect of the agreement which the Opposition believed to have been effected, was to alienate the control of the Government over wireless.

Mr. Baker described the merger of the Marconi Company and the Eastern Extension as a calculated attempt to force the hands of the Government.

Imperial Conference.

A number of speeches in support of Mr. Walter Baker's point of view was made by different Party members, after which Sir John Gilmour, the Chairman of the Imperial Conference, replied on behalf of the Government.

He said that the Conference had already held thirty meetings. It was still in being and continued to operate.

The Proposed Merger.

The proposed merger between the cable and wireless companies, for which the Government had no responsibility, had to be examined in every possible detail, and of necessity it had been the subject of many conversations between Conference delegates and the companies concerned.

These conversations and communications were still being continued and he was unable to say when they would be concluded.

He pointed out that the Imperial Conference was limited in its scope. It was only empowered to make recommendations to the Governments concerned, and was unable itself to arrive at an operative conclusion.

Dominion Interests.

Sir John Gilmour pointed out that it would be for the Dominions and Indian Governments to decide what they are going to do on any recommendations from the conference; therefore, it was impossible to say how soon it might be done.

He assured the House that the matter would be brought before Parliament before any definite action was taken.

DEAD SEA CONCESSIONS.

NEGOTIATIONS STILL IN HAND.

(BRITISH WIRELESS SERVICE.)

RUGBY, May 21st.

Mr. Amery, the Colonial Secretary, was asked in the House of Commons to-day whether there had been any further developments regarding the Dead Sea salts concessions.

He said negotiations were still under examination by the Palestine and Trans-Jordanian Governments.

ELIMINATE RISK.

R.A.F. FIT SAFETY DEVICE.

(BRITISH WIRELESS SERVICE.)

RUGBY, May 21st.

Sir Samuel Hoare, the Air Minister, announced in the House of Commons to-day that the Air Ministry were pressing on with the fitting of safety wing slots to all Air Force machines.

REVOLUTIONARY LEADER MURDERED.

(REUTER'S AMERICAN SERVICE.)

NEW YORK, May 21st.

A message from San Juan Del Sur, Nicaragua, states that General Luis Mena, the revolutionary leader and former Minister for War, has been assassinated near Granada.

LATE SHANGHAI CONSUL KILLED.

M. KAHN IN MOTOR ACCIDENT.

(THROUGH HAVAS AGENCY.)

PARIS, May 21st.

M. Gustave Kahn, the former French Consul at Shanghai, and former Minister at Bangkok, has died as the result of injuries received in a motor accident.

CANTON REGATTA.

ROWING CLUBS SUCCESSFUL FUNCTION.

QUALITY BEFORE QUANTITY.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, May 22nd.

Canton Rowing Club held their Regatta last Saturday afternoon on Belcher Island Reach, near Shamene. The weather was unusually favorable and about 200 spectators were present being accommodated on houseboats and launches kindly lent by the leading firms on Shamene and on the British gunboat H.M.S. *Seamew* and the French gunboat *Vigilante*. There were six races, all of which were hotly contested. The prizes, consisting of small silver cups, were distributed by Mrs. V. E. C. Ferrier.

The committee in charge of the Regatta was as follows:—Mr. J. Rodger, President; Mr. O. Friessner, Captain; Messrs. L. Demare and J. H. Ferguson, In Charge of Boats; and Mr. V. E. C. Ferrier, Honorary Secretary and Treasurer. The reception committee, which contributed in no small degree to the success and enjoyment of the regatta, consisted of Messrs. A. Giovannoli, N. S. Ellis, L. Henry, and G. Woudenberg.

The regatta started promptly at 3.30 with the Single Canoes 1 mile race. There were six competitors Mr. J. Rodger winning by half a length and Messrs. L. Demare, V. W. L. Stanion, G. E. Stockley, and P. A. Leynaud, finished in the order named.

There were only two entries for the Double Sculls "R" over a distance of 1 mile but the event was most keenly contested. Messrs. M. Brennwald, B. O. Friessner, Stroke; and W. Seiffert, Cox, managed to get ahead at the end and won by a canvas length. The defeated crew consisted of Messrs. W. Eckert, Bow, E. Lund, Stroke, and R. Kudicke, Cox.

Only two entries were also received for the third event for single sculls, over half a mile. Mr. V. E. C. Ferrier just managed to beat his opponent, Mr. O. Friessner, by a canvas length.

The next race consisted of double sculls with ladies steering over a distance of 1 mile. The event was won by 1½ lengths by Messrs. A. E. Quin, Bow; V. E. C. Ferrier, Stroke, with Mrs. Ferrier as Cox. The other crew competing consisted of Messrs. F. E. W. Lammer, Bow; J. Rodger, Stroke, with Mrs. T. O. Lammer as Cox.

A naval race between two double wherries from H.M.S. *Moorhen*, and the H.M.S. *Seamew* respectively was won by the *Seamew* by many lengths.

The final race was for four oar boats. Messrs. F. E. W. Lammer, Bow, J. Rodger, 2; L. Demare, 3; O. Friessner, Stroke, and W. Seiffert, Cox, won by 4½ lengths. The defeated crew was Messrs. E. Lund, Bow, R. Kiewitz, 2; M. Schloemer, 3; W. Eckert, Stroke, and R. Kudicke, Cox.

The umpires for the regatta were Messrs. J. Baud and A. Hoffmeister; the judges Messrs. M. A. Annett, R. K. Batchelor and H. H. Bond and the time keepers Messrs. A. J. Evans, W. H. Hewett and A. Quinson.

Mr. Ferrier, Secretary and Treasurer of the Canton Rowing Club, told our representative that the regatta had been quite successful. All the spectators as well as the contestants enjoyed it very much. "We hope," he added, "to have another regatta in December in which we hope Hong Kong will take part."

Results.

SINGLE CANOES—1st, J. Rodger; 2nd, L. Demare; 3rd, V. W. L. Stanion; 4th, G. E. Stockley.

DOUBLE SCULLS "R"—1st, M. Brennwald (Bow), O. Friessner (Stroke), W. Seiffert (Cox); 2nd, W. Eckert (Bow), E. Lund (Stroke), R. Kudicke (Cox).

SINGLE SCULLS—1st, V. E. C. Ferrier; 2nd, O. Friessner.

DOUBLE SCULLS (Ladies)—1st, A. E. Quin (Bow), V. E. C. Ferrier (Stroke), Mrs. Ferrier (Cox); 2nd, F. E. W. Lammer (Bow), J. Rodger (Stroke), Mrs. T. O. Lammer (Cox).

NAVAL RACE (Double Wherries)—1st, H.M.S. *Seamew*; 2nd, H.M.S. *Moorhen*.

FOUR OAR—1st, F. E. W. Lammer (Bow), J. Rodger (2), L. Demare (3), O. Friessner (Stroke), W. Seiffert (Cox); 2nd, E. Lund (Bow), R. Kiewitz (2), M. Schloemer (3), W. Eckert (Stroke), R. Kudicke (Cox).

BOXING.

WORLD'S LIGHTWEIGHT CHAMPIONSHIP.

A FINE FIGHT.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, May 22nd.

In the World's Lightweight Championship Sammy Mandell beat Jummy McLarnin on points.

The fight was one of the greatest exhibitions of boxing skill in the lightweight class, since Benny Leonard in his prime, Mandell slashed and tore McLarnin for fifteen rounds but was unable to knock him out. McLarnin's left eye was closed, his right eye partly closed and his nose bleeding badly, but he fought every inch of the way.

Twenty thousand spectators applauded his bulldog courage.

STRAIN OF LIFE TO-DAY.

CAUSE OF MORE HEART DISEASE.

DR. GOODALL'S WARNING.

Dr. J. Strickland Goodall, lecturing on the growth of heart disease, at the Institute of Hygiene, Portland-place, W., said the increase was not confined to this country, but also occurred in the United States and Canada. Other points from his lecture were:

Rheumatic fever cannot be the main cause of the increase in heart disease; it is less virulent than it was.

Heart disease is almost entirely due to arterio-sclerosis (thickening of the walls of the arteries), which is increasing—but is materialising at a far younger period of life.

A few years ago the age of sudden death was between 50 and 60. Analysis of recent cases shows that the age is becoming much less.

Arterio-sclerosis, transmitted through successive generations, is caused by increased intra-vascular strain due to hard physical work, mental strain, and emotion.

Cocktail Habit.

Professional men are specially liable to mental strain and emotional disturbances in their work, and these account for the development of heart disease to which such a large number of medical men, stockbrokers and actors, and others succumb.

The form in which we take our pleasures is an inversion of Nature's demands for adequate rest. Night clubs, the cocktail habit, and excessive smoking cannot be too strongly condemned.

Dr. Goodall said nothing raised blood pressure to the same extent as emotion, and added:

Look at the lives we lead. We are always on the run, always escaping for our lives; we can't even cross the road in peace. The whole of modern life cuts up rest and tends to increase emotion, and emotion increases intra-vascular strain. I cannot help thinking it is very largely due to all this that there is this tremendous increase of heart disease.

"PRESIDENT GRANT" PASSENGERS.

The Interport cricket and tennis teams for Shanghai were among the passengers aboard the *President Grant* which sailed for San Francisco via Shanghai yesterday.

Mr. R. E. Lindell, the Senior Magistrate, travelled to Shanghai as sojourner to the team and Lady Stuart Taylor was a member of the Hong Kong tennis team. Other players and their wives making the journey were Mr. and Mrs. J. H. Owen Hughes, Mr. H. R. Hancock, Miss Hancock, Mr. A. W. Ramsey, Mr. E. C. Fincher, Rev. E. K. Quick, Mr. G. H. Sayer, Capt. I. Erskine, Capt. N. Thorpe, Capt. G. N. Musson, Capt. A. N. Reynolds, Mr. F. A. Redmond, Dr. and Mrs. R. E. Tottenham, Mrs. W. Miles, and Miss Enid Lo.

Among other passengers were: Mr. J. P. Bourne, superintendent of the Hong Kong & Shanghai Hotels, who is on a business trip to the North; Mr. W. G. Goggin, the Manager of the Bank Line Ltd., agents for the Ellerman & Bucknall Lines, who is travelling to Shanghai; Mr. Ho Ki, a prominent local Chinese resident, and family travelling to Shanghai; Baron A. Sadone, Commissioner of Customs in Kowloon, returning home to Europe on furlough; Dr. John Anderson, of the Hong Kong University, who is returning to England on vacation; Dr. J. S. Guddar, M.B., B.S., travelling to Shanghai on a business trip.

HOSPITAL FIRE AT WINDSOR.

GUARDS MOBILISED AS FIREMEN.

200 PATIENTS CARRIED OUT.

THE KING'S HELP.

WINDSOR, April 25th.

Special mobilised Life Guardsmen and coolly daring nurses removed more than 60 patients this afternoon from a blazing wing of the King Edward VII. Hospital at Windsor which flamed up with terrifying suddenness.

The whole of a regiment of the Life Guards quartered in barracks immediately opposite the hospital were ordered to attack the fire and to aid in the work of rescuing the 170 patients in the hospital.

Later more than 200 men of the Coldstream Guards were rushed to the scene at the double through the streets from their barracks half a mile away.

Great anxiety was shown by the King and Queen, who are in residence at the Castle. They offered to put at the disposal of the hospital authorities all the resources of the Castle in the emergency.

The fire broke out between 2 and 3 p.m. in the second floor of a wing. This floor is occupied by bedrooms belonging to the servants and nurses. Below it on the first floor is the large Alexandra Ward, housing between 30 and 40 women patients, and below this again the King Edward Ward, with about an equal number of men patients.

Wheeled Away in Beds.

The fire was discovered by a maid who saw smoke coming into her room and ran downstairs and gave the alarm. At once alarms were rung throughout the building and the whole staff, who had been trained carefully in fire drill, rushed to their posts, off-duty nurses going to their wards. The staff then waited for instructions.

All patients were wheeled away in their beds from the two wards beneath the burning upper floor and taken down the long corridors out of the danger zone.

Meanwhile men in the Life Guards barracks had seen the flames and asked if they could help. Miss Morris, the matron, asked that 30 men should be sent.

They were immediately gathered and rushed across to the hospital with their own fire hose and ladders. While some of the men began to attack the fire others rushed into the building and helped to move the beds out of the threatened wards.

Officers' Ceremonial Dress.

The fire was spreading with appalling rapidity and the whole Regiment of Life Guards, with the exception of the men on duty, were turned out. With them were a number of officers, including several in ceremonial dress, with swords.

One of these, Lieut. Ferguson, throwing off his coat and his sword, led a party of men through a skylight, and, working feverishly in his shirt sleeves, helped to cut away burning wood from the roof with a hatchet.

Meanwhile the Windsor fire brigade was starting to work on the blaze. Great masses of flames were bursting through the roof while the patients were being gradually moved farther from the danger zone, the wheeled beds being lined up in the corridors and backed into the wards at the other end of the hospital.

The blaze increased and there was a change of wind. It was feared that the whole hospital might catch alight. It was decided then to remove the patients.

Private cars were commandeered. Motor-ambulances were summoned. Nurses and soldiers carried out patients on stretchers and laid them on the grass. Others, wrapped in blankets, were lifted out of their chairs and carried tenderly by the soldiers into the waiting motor-cars.

Guards' Gas Masks.

The scene was now an amazing one. Windsor, Eton, Datchet, and Slough fire brigades were attacking the furnace of flame and soldiers were flinging from the windows blankets, mattresses, pillows, beds, tables, and chairs.

So many other soldiers were carrying out operating tables, glass cabinets of surgical instruments, and cylinders of oxygen and piling them on the lawn.

Inside the hospital soldiers and nurses were running to and fro in the smoke. Here and there men patients, barefooted and in their pyjamas, were to be seen making their way to safety.

Dozens of Life Guardsmen, wearing gas masks, were fighting the flames. Many of their gas masks were lent to the firemen for work in the dense fumes.

A number of the patients were carried on stretchers by soldiers to

(Continued on next Column.)

"LES MISERABLES."

A VICTOR HUGO CLASSIC ON THE SCREEN.

ARE LONG FILMS SUCCESSFUL?

[BY OUR FILM CRITIC.]

It is a debatable point whether long films are a success—that is, those that are considerably longer than the ordinary feature film. Charlie Chaplin's films are never long and he certainly knows as much if not more about screen plays than any other producer.

There can be no doubt that certain long screen plays have had merits that outweighed the disadvantage. "Ben Hur" with its vast canvas and ever changing scene was never tedious, nor except for parts of the modern sequence "Intolerance," "Beau Geste" rose triumphant over an extra three quarters of an hour and so have several others. But unless the extra time is justified by a story which not only will not bear compression, but which is interesting in every reel the audience are apt to echo May Sinclair's critique of a contemporary novel, "How long, O Lord, how long!"

We have been told that "Les Miserables" has been extensively cut, and yet what remains takes nearly three hours to show. Victor Hugo, belonged to the age of the three volume novel, and an attempt has been made to separate the pictorial episodes from a mass of descriptive and philosophical writing. The result is a series of scenes some of which are very good, with others of very little value as a means of story telling.

"Les Miserables" is a French film, and a Frenchman's respect for the classics of his own language is part of his patriotism. An American producer, had he tackled such a subject would have put some "pep" into it, and in doing so would have transferred the whole story to modern America in spirit. A German might have made it as beautiful as the "Nibelung" series.

Victor Hugo was a great man, but he did not live in the age of film, and it is doubtful if his theme could be really satisfactorily expressed in that medium.

As regards acting and technique "Les Miserables" has some fine passages. The principal characters Jean Valjean, "Cosette" as a child and Madame Thenardier are very well taken. The scene of the child in the wood is almost perfect and there are excellent incidents in the house of the good priest. The actual revolution scenes are better than many that deal with the same subject and give a quite extraordinary sense of reality.

"Les Miserables" is a film to see. You may perhaps be a little disappointed at times during the showing, but you will leave the theatre feeling that you have witnessed a film which is out of the ordinary, which has the quality of breadth and occasionally rises to real greatness.

the military hospital in the Life Guards barracks. Other patients, principally children, were taken to the sanatorium of the Imperial Service College in the town.

Operation Finished.

When the fire had been brought under control a number of patients were taken back to the hospital. At eight o'clock Colonel A. K. Churcher, the secretary, said that of the 123 patients in the hospital this morning between 40 and 50 would be away from it to-night.

When the fire broke out an operation was in progress in the operating theatre, but was completed by the surgeon in spite of the excitement going on outside.

The top storey of the wing collapsed into the Alexandra Ward. The concrete floor prevented the debris from falling into the King Edward Ward beneath. To-night a down-pour of water from the firemen's jets made boiling hot by the smouldering debris above was pouring on to the floor.

While a Life Guardsman was at work on a ladder it fell, but he managed to jump from it and saved himself serious injury.

Police, Boy Scouts, and other volunteers also helped to fight the fire, rescue the patients, and remove the contents of the hospital.

Dr. Glynor Jones was working in the operating theatre at the time of the fire. He said:—

I had almost finished the second of three operations when I heard the fire bell. The three patients were immediately taken out on stretchers. I have just visited them. They are all well.

ENGLAND'S LAW OF THE STREET.

LORD BALFOUR OF BURLEIGH URGES DRASTIC CHANGE.

Draastic alterations in the present law were recommended by Lord Balfour of Burleigh in evidence before the Street Offences Committee at Westminster.

Lord Balfour, who in 1926 introduced a Bill to amend the law, said that in his view unless persons accosted were actually annoyed there should be no offence.

The Chairman (Mr. H. P. Macmillan, K.C.): It is suggested that the use of the streets for that purpose is an offence against good order irrespective of whether individuals are annoyed or not. If it is done without any disorder I do not think the law should take cognisance of it.

Every decent woman," Lord Balfour said later, "knows how to look after herself in the street, and unless she is prepared to give a man in charge the annoyance cannot be very great."

His experience was that the amount of active solicitation in the streets to-day was vastly less than it ever had been.

He understood that the police were very much against the object of his Bill. It was a fact that under the present law the police had a considerable hold over women of a certain class. It had been suggested to him that this was useful to the police to obtain information concerning the underworld and the haunts of the criminal class so that the officers could more readily lay hands on them.

Mr. Macmillan: Is it your suggestion that these women are a branch of the Criminal Investigation Department of New Scotland Yard unofficially?—Yes.

BUMPED INTO DETECTIVE.

STEWART, THE FLAT MURDERER.

STORY OF HIS ARREST.

The story is told in the *Daily Mail* of the dramatic arrest of Frederick Stewart, whose real name is Robinson, the 23-years-old clerk who was sentenced to death at the Old Bailey for the murder of Mr. Webb at a Bayswater flat. Robinson was apprenticed to an engineering firm, but afterwards became an invoice clerk in a provision firm. He resented discipline, and was soon out of work.

Then he lived on the dole, supplementing his income by acting as a clerk to bookmakers. He soon came under the notice of the police as a suspected burglar, but they secured only one conviction against him, when his photograph was taken and filed at Scotland Yard.

In the search for the murderer of Mr. Webb little attention was paid to Robinson's movements because he was not regarded as a man likely to commit murder. Eventually someone recognised a photograph as like that of the man who was seen running from the flat.

This started a new line of inquiry. Sgt. McTaggart and Sgt. Wellaby were instructed to hunt for Robinson, who was missing from his accustomed haunts in West Kensington.

"Sorry, Old Man."

Robinson was traced to Southend, and for two days Sgt. Wellaby walked the streets of the town without any success. He was about to return to London when he made a final call at a public-house.

(Continued on next Column.)

FIGHT IN WOOD.

NURSE'S DESCRIPTION OF UNKNOWN ASSAILANT.

A nurse at the Royal East Sussex Hospital, Hastings, is stated to have been attacked by a man in Hollington Wood, a lonely spot on the outskirts of the town.

She had gone alone to the wood to gather primroses and was confronted, it is stated, by a man who stepped from behind a tree and seized her by the waist. After a struggle the nurse got away and reached a farm about a quarter of a mile away, where she collapsed.

She was taken in an ambulance to the Royal East Sussex Hospital, where the authorities refused to give her name or allow her to be seen.

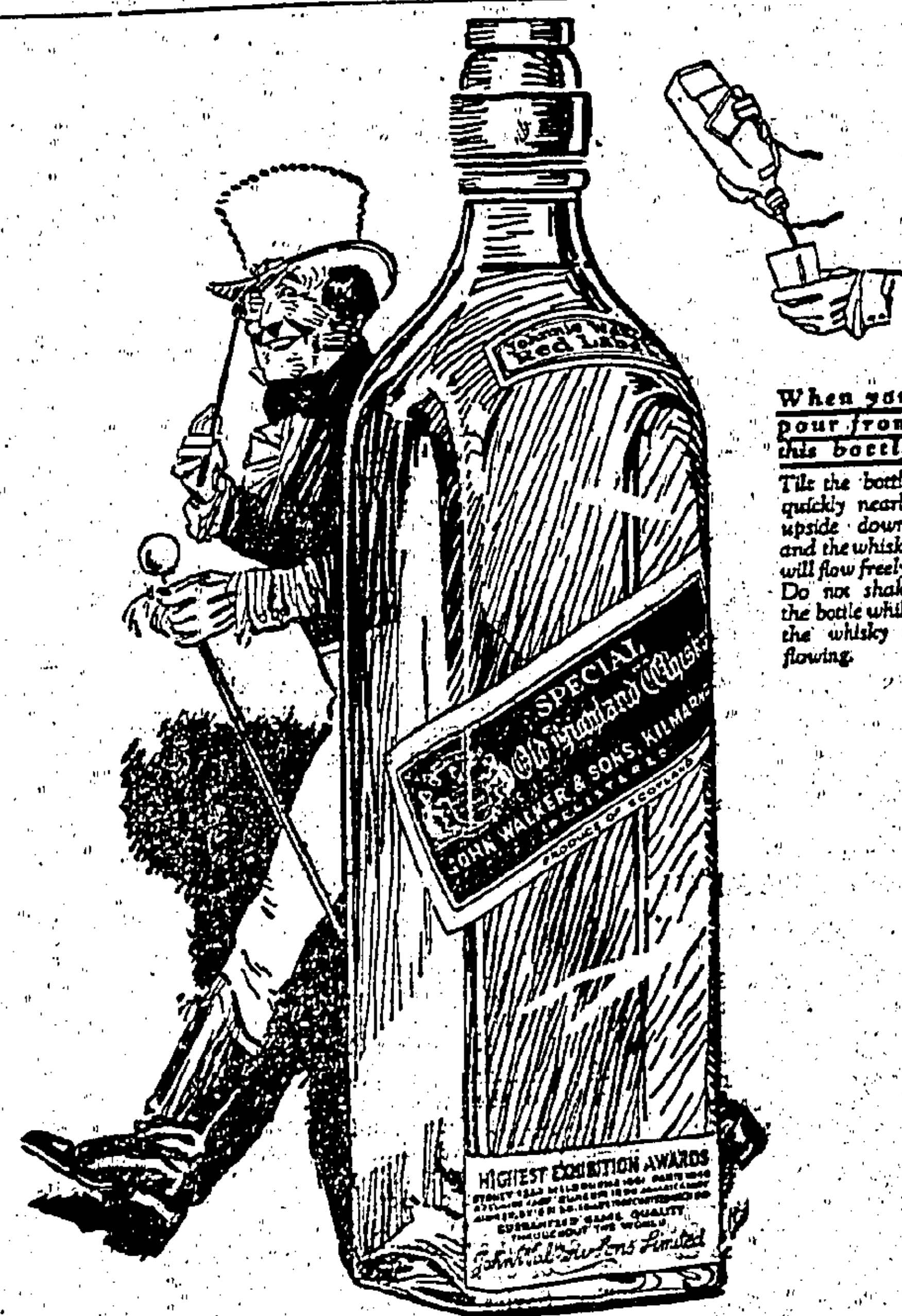
Police searched the countryside. The nurse stated that her assailant was a powerfully built man, clean-shaven, and respectably dressed.

The skeleton of a woman was recently found buried beneath undergrowth a few yards from the spot where the attack is stated to have occurred.

The bar was crowded, and as the sergeant opened the door a diminutive man with his back to the officer collided with him and spilt a glass of beer.

As the man turned round he said, "My fault, old man; sorry," and to the officer's surprise he saw standing before him the man for whom he was searching.

Robinson was taken to London the next day, and it was not long before the police were convinced that they had solved the mystery of the Pembroke-square murder.



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THE HONG KONG DAILY PRESS, WEDNESDAY, MAY 23rd, 1928.

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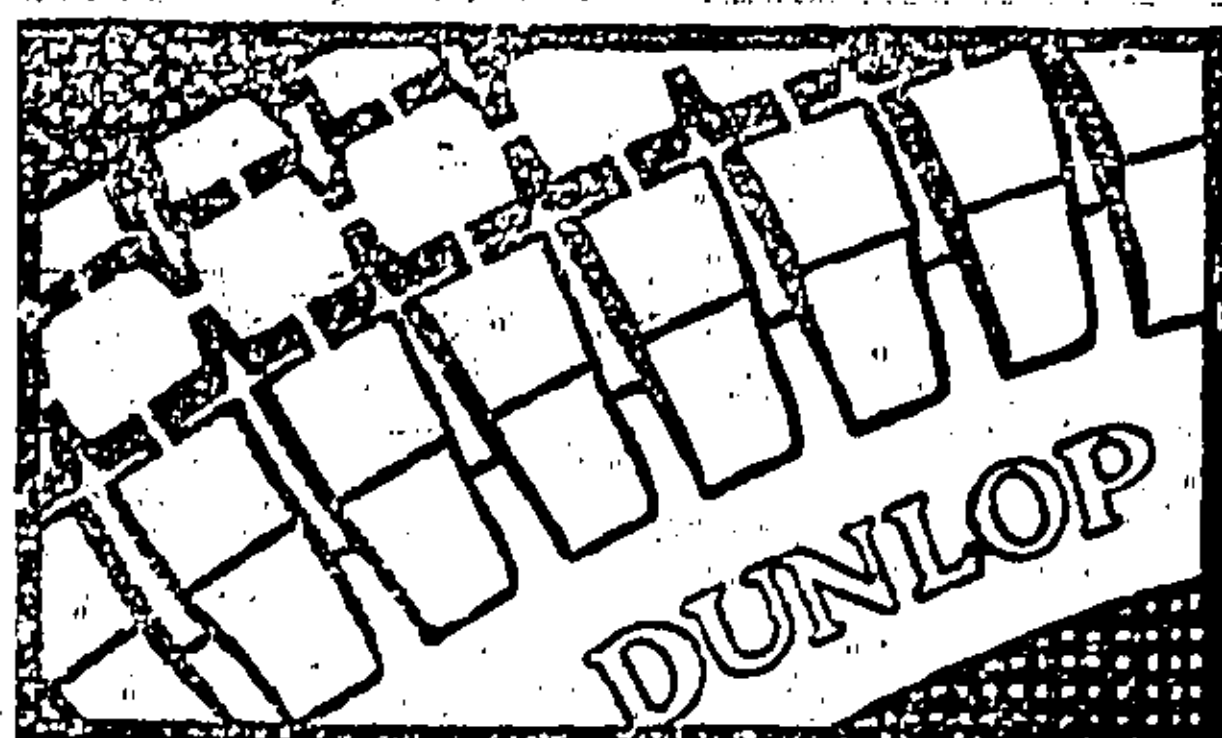
MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.
Motor Notes—Busy British Factories—Another Motor Cycle Club—Hints for the Novice—Motor Fuels and Oils—Coachwork in England.



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Victoria's
Reign

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METROPOLITAN POLICE MOTOR FLEET.

NEARLY 200 VEHICLES.

There can be no doubt that a great part of the high efficiency of the Metropolitan Police is due to the extensive employment of motor vehicles, including cars, vans and tenders, and it may surprise many of our readers to learn that the mileage of the fleet amounts to approximately 2,000,000 a year. The number of vehicles employed totals about 190, made up of 79 commercial vehicles and 110 cars of various makes.

As regards the fleet of vehicles this includes, says *The Commercial Motor*, three ambulances, one of which is employed solely for sitting cases, whilst each of the others has two stretchers. These vehicles are solely for the use of police officers attending hospital, the sitting ambulance being used chiefly for massage cases. Of the other vehicles, 23 are 10-cwt. despatch vans, and 25-cwt. vans employed on the Wootton-lattin

service, and then there are 18 prison vans, developed from the old "Black Maria" and each carrying 12 prisoners. Tenders, including special Flying Squad vehicles, amount for another 24, and, finally, there are four store vans, one of these being a 30-cwt. and the others 25-cwt.

It is of the utmost importance that every police station within the Metropolitan area be kept in regular communication with headquarters, and to enable this to be effected what may be termed a Carter-Paterson system has been organized, and every station is visited twice a day by a despatch van, and as there are about 200 of these stations, distributed over a district the radius of which is approximately 16 miles from Charing Cross and the area 700 square miles, it is easy to judge what this system involves in the way of mileage, which is approximately 100 per day for each van.

One of the tasks undertaken by the vans is the collection of lost property, which is all conveyed to the Lost Property Office, in Lambeth Road.

MOTOR NOTES.

NEW STEEL FOR CARS.

PARIS.
A revolution in the motor-car and aeroplane engine industry is foreshadowed by the perfecting of a new type of unbreakable steel, which is being applied to the cylinders of motor engines. The secret of the steel's hardness is a treatment by ammonia, which gives it a surface that cannot be filed.
After 22,000 miles running the cylinders of the ordinary motor-car show a high degree of wear and tear, but cylinders made of the new ammonia steel show only 2 per cent. usage in a like test. The consumption of oil is less than one-third of that in the ordinary motor.
In the case of an aeroplane the life of the engine is, it is claimed, prolonged greatly.

INSTINCT!

Garage Manager (to Scotch accountant): "This place is getting very dirty again."
Scotch Accountant: "Right! I'll get the vacuum-cleaner people to give us another demonstration."
"Contact," in *The Motor*.

"IMPROVEMENT" ENGLISH HEDGEROWS GOING.

It is pleasing to notice says a Home motoring paper the progress that is being made all over the country with the eliminating of blind corners on rural roads. Hedges are being replaced by rails or drastically cut down, and in many cases corners are being rounded off. A few years ago, says *The Light Car and Cyclecar*, such operations would have raised an outcry. Ratepayers would have begrudged the cost and there would have been protests against spoiling the scenery. But to-day, with almost every village linked with a bus service and all sorts of people owning motor vehicles, prejudice has given place to safety first, and danger spots are no longer tolerated.

There was a time when complaints by motorists to rural councils as to blind corners were treated with amusement. Nowadays it is members of the rural council who tell the surveyor to get busy.

STILL THEY COME!

Judging by the rapidly expanding membership of that virile organization the Automobile Association, the ranks of British motorists are likely to be augmented very considerably during the coming summer. At the March executive committee meeting 3,690 new members, who had all applied during the preceding four weeks, were elected as against 2,850 for the corresponding period last year. The total membership of the A.A. is now 355,000.

During the Easter holidays the Association issued special holiday route details to members aggregating the colossal total of 19,200,000 miles; while the patrols, working on over 20,000 miles of main roads in Great Britain, answered 244,600 enquiries for road information, and assisted 5,602 members, following mechanical breakdowns.

Such figures as these afford some indication of the extent to which the roads are being used in 1928.

WHERE DO RACING MOTOR- CYCLISTS GO?

"What happens to motorcycling career is over?" asks a writer in *Motor Cycling*. That is a question, that one often hears asked, and the conventional reply is that they become provincial motorcycle agents and settle down to make their fortune, or lose their all. It is not so with every one of them, however, for there is one who edits the most popular schoolboys' weekly fiction paper in the world. He was well placed in a pre-war T.T. race for *Motor Cycling*. It is not surprising that the fiction paper he now controls enjoys such a gigantic sale. What better training could any man have for such a post?
(Continued on next Column).

BUSY BRITISH FACTORIES.

SINGER'S NEW WORKS.

POPULAR MODELS.

There is a very brisk demand for well known cars hailing from Midland factories, and some makers are finding it hard to give punctual deliveries. The new works which Singer & Co. recently acquired in Birmingham are, however, allowing a very much increased output.
These comprise nearly half a million square feet of floor space and, for expansion, there are also 17 acres of freehold land. At Coventry the company already possesses seven factories.

In March the firm broke its production with a total of 2,079 cars, but it is expected that a total of 140 cars a day will be reached shortly. It is interesting to note the trend of public demand in the composition of the March figures. Thus there were 1,170 Singers, "Juniors," 782 "Seniors" and 117 "Sixes." Saloons outnumbered touring cars by two to one.

The Standard Company's Coventry factories, too, are very busy, for the new "Nine" has caught on and is rapidly increasing in popularity. The well-known 14 h.p. models are certainly remarkable value at their new prices, which were announced just before Easter. As an example, the Stratford tourer is now priced at £250 yet the "all weather" equipment is far above the ordinary touring car. The side curtains are actually windows of the pull-up type but are made of celluloid instead of glass. For £280 there is the "Farnham" fabric saloon, which previously cost £245 more.

It is good to learn that each week sees more labour being taken on at the Standard works in order to cope with the demand for the various types.

The Talbot.

Further South, the makers of the 14/15 h.p. 8-cylinder Talbot look forward to the biggest output since the inception of the old-established Clement-Talbot Co. All the resources of the firm are concentrated on this one model which is making a big name for itself both at home and overseas. Only recently a purchaser in Southern India took delivery of a brand new car on disembarkation and drove it home. This journey included a 16 mile climb over the Ghaut in the course of which the road rises from some 400 ft. above sea level to a height of over 3,800 ft., while, in addition, it is never straight for more than 100 yards at a time. However, thanks to the special attention which has been paid in the design of the cooling system, the water showed no signs of boiling despite the newness of the car.

Some Distinguished Owners.

At home there are a number of well known names among the owners of this successful "Six." They include, for instance, the Marquis of Salisbury; the Marquis of Clydesdale and Hamilton; Mr. H. G. Wells; Sir Robert Kindersley, &c.
(Continued on next Column).

SELDOM STRANDED.

The absence of mechanical trouble to-day is amazing to anyone who has grown up with the motoring movement. Although, says *The Light Car and Cyclecar*, the statistics of the motor organizations at holiday times reveal that help is still needed, the number of unfortunate is infinitesimal compared with the hundreds of thousands of cars on the road.

It is probable, too, that those requiring assistance include many people who, because of the reliability of cars, remain novices in all but driving and, consequently are helpless when a slight derangement occurs. What a contrast with conditions years ago, when one had to be not only an engineer in order to "take out" a car, but also a "psyche-analyst," capable of puzzling out what was amiss among a score of probabilities and then eradicating it!

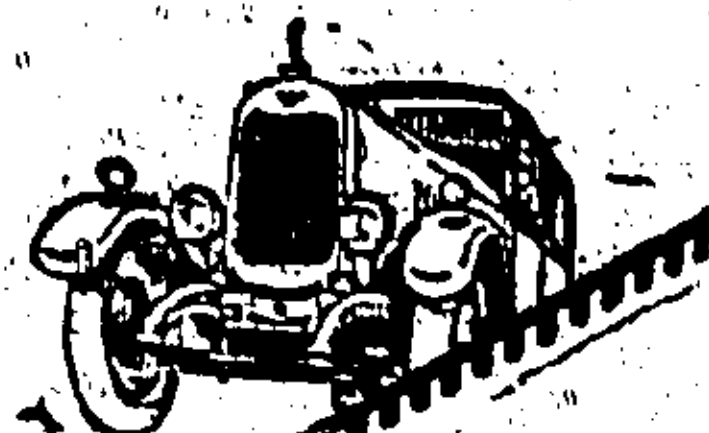
ANOTHER MOTOR-CYCLE CLUB.

PRELIMINARY RUN AND MEETING ARRANGED.

A few years back a motor-cycle Club was formed by a group of enthusiastic motor-cyclists, but in the course of time all the members married and reformed and the Club died a natural death. They were known as the "road hogs" of Kowloon, and knew how to enjoy their meetings.

One of the members who left the Colony but has since returned has approached a number of Kowloon cyclists with a view to re-starting the Club. The suggestion met with favour and about fifteen motor-cyclists have already promised to join. It has been decided to weather permitting, to meet at the "Star Ferry," Kowloon, at 3 p.m. on Saturday and go to Castle Peak, where, at one of the bays, a secret conclave would draw up the rules and regulations of the Society. The membership is open to both Hong Kong and Kowloon motor-cyclists, and any rider who cares to come along will be welcomed.

Among motor-cyclists who have agreed to join are: Messrs. G. F. Komor, A. Summers, G. Bond, G. Lim, J. Stirling, J. Carr, A. Brett, D. Davidson, R. Barnett, H. Lund, H. Kew, D. Kelly, P. Bragg, H. Lim, H. Ramsay, and R. W. Webb.



For
your leave
IN ENGLAND

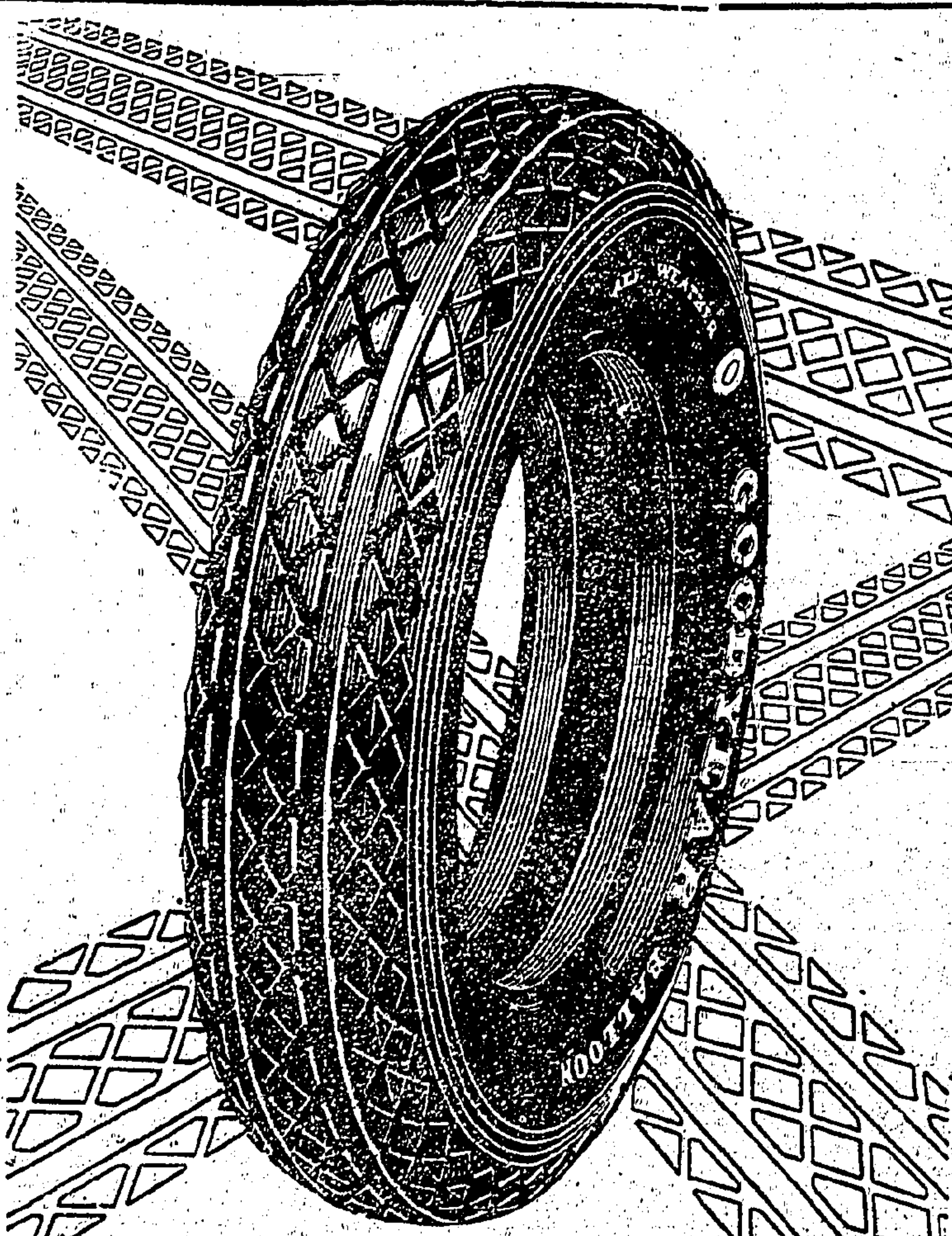
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MOTORING NOTES (CONTD.)

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CONDITION OF OVER-PRODUCTION.

SOURCES AND ALTERNATIVES.

"Overproduction of oil early in 1927 resulted in crude oil prices being cut 50 per cent. or more." In this statement, one of the answers to a questionnaire sent out by the American Petroleum Institute, lies the main explanation of the decreases which occurred last year in the charges for motor spirit. "Control of the oil situation is with the United States, for that country produces over 70 per cent. of the world's petroleum output, and handles an ever greater proportion; and there can be no doubt that 1927 was one of the worst years ever experienced by the American oil industry. Some idea of this overproduction can be gathered from the fact that crude oil stocks in the United States at the end of December last were approximately 9,000,000 tons higher than those in storage on December 31st, 1926, and this despite a substantial increase in consumption. That prices of gasoline during the season of biggest demand averaged about 23 cents under rates ruling on January 1st, 1927, is also significant of the results which attended the excess production. Remembering the unique position occupied by the United States in the oil industry, it is not surprising that the trend of prices in other countries followed the American market. In Great Britain the cost of motor spirit fell 4d., and the prices of lubricating and fuel oils, too, were lowered.

American Industry.

The present situation in the oil market certainly favours the consumer, and the question how long the conditions responsible for low prices are likely to continue is of interest to motorists; for probably as oil output approximates more closely to requirements, the charges for petrol and other automobile oils will advance. In the petroleum industry it is unwise to look far ahead, because the element of speculation in oil development is too great; but it seems likely that, in spite of the efforts of leading producers, overproduction will rule in the United States for some time. The American Government may pass legislation to restrict output, but whether such legislation could be effectively applied is extremely doubtful, for any Federal action of this kind would be regarded both by individuals and States as a direct invasion of their rights and on that account would be strongly opposed. Oil underground means royalties; oil underground does not. Furthermore, the United States has a shut-in production of 70,000 tons of oil a day, and any increase in prices would result in the release of this, and an extensive drilling campaign in proven territories with a consequent rise in production.

One fact emerges clearly from existing conditions—that the petroleum resources of the world are considerably larger than has hitherto been supposed. The fact remains, however, that oil is a wasting asset, and the rapidity with which the earth's supply of mineral oil is being drained indicates that some form of conservation is necessary if reckless exploitation is to be avoided. Given this conservation, which in newly developed lands like Venezuela should be possible with a minimum of trouble, petroleum will undoubtedly continue to be the chief source of motor fuel for many years.

The bigger amount of petrol now obtained from crude oil, as a result of improved refining methods, is another factor to be taken into account when discussing the future of motor spirit prices. In 1921 the yield of petrol from crude petroleum was about 25 per cent., while in 1923, chiefly through the spread of cracking, this average had risen to 36 per cent., and it is stated that, if the most efficient methods of cracking now known were used in refining, the 1923 yield would be raised to 55 per cent. The importance of this development cannot be overestimated, for it means that, with a sharp decline in the world's petroleum output, the needs of motorists could be met without recourse to substitutes. Hitherto in Great Britain cracking equipments have not been used to any large extent, but plants have recently been erected in this country capable of producing 100,000,000 gallons of petrol annually by these methods. Instead of being an accessory, it is quite possible that in the near future cracking processes will be the main feature in refinery operations, particularly if the claim that cracked fuels have anti-knock values can be generally substantiated.

The current rate of oil production is uneconomic, for it causes an uncertainty and instability which, besides damaging the industry itself, must, if continued, ultimately affect the consumer. In the case of oil, the growing consumption of motor spirit in all the principal countries of the world is a factor tending towards such stability, while the more extensive use of oil in domestic heating cannot fail to have a beneficial effect on the market. The record consumption of oil products in 1927 unquestionably presented a more serious slump in oil prices. In passing, it is interesting to note that in 1927 Great Britain used nearly 800,000,000 gallons of petrol, an increase of 15 per cent. over the 1926 consumption.

Coal And Power Alcohol.

Considerable attention has been given to the search for alternatives to petrol, and although good progress has been made in certain directions, notably in coal liquefaction, investigations have as yet failed to produce a fuel which will compete in price and in general efficiency with petrol. That satisfactory fuels for use in cars can be obtained from shales, and from coal by various processes is an established fact, but high manufacturing costs prevent their production on a big commercial scale, and not until this obstacle is surmounted will petrol alternatives from shale and coal become a practical reality. This same economic difficulty is met with in the case of power alcohol, which is acknowledged to be an excellent fuel in specially designed engines and as an admixture with ordinary spirit in the usual type of motor engines. Here, again, the cost of petrol must rise considerably before power alcohol as a fuel attracts motorists. Coal, shale, and power alcohol, however, are sources of petrol substitutes, and it is reassuring to know that when the petroleum resources of the world fail to meet the demands of consumption there is in these substances an adequate supply of liquid fuels for generations to come.

The introduction early this year of ethyl spirit to the British market aroused widespread interest, because of the "anti-knock" claims put forward for this fuel and the medical problems raised by the use of a spirit containing tetra-ethyl lead, a dangerous poison. Apart from questions of public health, its claims as an "anti-knock" fuel are of paramount importance, and the degree of the spirit's popularity in this country will depend mainly on how completely these claims are fulfilled. High compression engines show a greater tendency to knock than other types, and with the increased use of these engines in motor-cars the knocking problem has become more acute. British oil companies have been fully aware of this, and extensive research has been made and much money spent by them, on seeking a solution to the question. A marked success has attended their efforts, and the quality of motor spirits sold in Great Britain has vastly improved in the last ten years. The petrol supplied by the big marketing companies here is superior to that sold in the United States; and either alone or with the addition of a small quantity of benzol it will usually be found to be effective in eliminating knocking in the average make of car.

Lubricating Oils.

Efficient lubrication is essential to the easy running of a car, and the importance of selecting the right oil for this purpose requires no emphasis. Unfortunately there is no hard-and-fast method of describing the qualities found, or requisite, in a lubricant; neither does there exist any definite classification of motor lubricating oil. Specifications of lubricants, of course, are available, but these generally deal with the physical characteristics of the oils, and not with their performance in cars, although the viscosity figures given in a specification are of great importance and interest, for they indicate the thickness of the oil at various temperatures. The motorist must decide, through use, the type of lubricant best suited to his car, always bearing in mind that it is often necessary to use a different oil in winter from that used in summer. The wide range and better quality of lubricants now on the market—a tribute to the enormous strides made in production processes during recent years—will aid the motorist in his choice, and if a leading brand is chosen there should be little difficulty in obtaining satisfactory lubrication. As in the case of motor spirit, no shortage of lubricating oil need be feared; for besides petroleum, at present the main source, lubricants can be produced on a large scale from vegetable oils and animal fats—in fact, before the rise of modern oil industry (in the last 20 years), these substances provided the bulk of lubricating oil requirements.

COACHWORK IN ENGLAND.

THE FLEXIBLE SALOON BODY.

During the past year we definitely entered a fresh stage on the road of progress in bodywork as applied to both cars and commercial vehicles. The all enclosed type of coachwork continues rapidly to gain in favour for motor-cars, to the exclusion of the open body or what is commonly known as the touring-car. In the United States—where one must often refer when making comparisons in the motor-cars world—open-car production is practically negligible. Even when the touring-car was the rule rather than the exception in England, American manufacturers who supplied chassis with open bodies did not trouble to fit rests for the hood. These models left the factories with the hoods up, and up they remained until the time for overhaul or scrapping arrived.

It was early realized in that country that if a saloon type of body could be produced and sold as cheaply as one of the touring pattern, the general demand would be almost entirely for the closed car. Designers and manufacturers set to work, and the all-metal saloon, made up of pressings welded together, with cellulose or lacquer paint finish, has become the almost universal type. With the prevailing large factory outputs it was economically possible to lay down extensive and costly plants and to produce bodies which have much to recommend them at a cost price which is hardly credible in Europe. A little over a year ago an American firm put up, at a cost of over £2,000,000, a bodybuilding plant with the capacity of about 1,500 bodies a day. In Great Britain, with one or two noticeable exceptions, mass-production of chassis or bodies is not attempted, and even in those instances the figures are small compared to those of the United States of America. The conditions governing the market and the policy of construction in America differ from those prevailing in Great Britain. The consequence in this country has been to use fabric as a covering instead of paint, which, at any rate, in comparison with a varnish finish, saves trouble and expense in upkeep. In the highest classes of British cars, the coach-built body—often made by specialists who were some of the first carriage builders in the world—is still often adhered to. As luxury productions combining thoroughly good taste, beauty of line, and ease of travel, there is no work anywhere in the world superior to that of the regular British coachbuilder.

A number of ingenious attempts, some not without success, have been made during the past year or so to combine the attributes of an open and a closed car. These are, of course, something in the nature of a compromise, but even if they only mark a stage in the transition from the open to the closed car, they will have served a good purpose. There were a number of examples of what are called sun saloons at the last Olympia Motor Show. These bodies allow a part or the whole of the roof to be pushed or wound back so that, with the side window glasses down, minimum fresh air and view are obtained, and with the ordinary fixed head coachwork. The use of lighter metals and the adoption of methods of construction which, while not decreasing strength or militating against safety, result in less weight indicate the trend of progress, particularly in the manufacture of commercial vehicles which are intended for use as passenger conveyances.

Light Alloy Metals.

It has been proved by experiments that over 30 per cent. of body-weight can be saved by light alloy all-metal construction on a single deck saloon vehicle to hold from 14 to 20 persons. As an example, on a certain well-known make of 20-seater British omnibus the reduction of weight was 6cwt., the new body weighing 11cwt., as against the 17cwt. of a similar body of wood. The saving in weight on larger vehicles is proportionate. Estimating the car mileage at 100 a day, a saving of ton mileage would be no less than 10,300 ton miles a year per vehicle. Light alloy metal does not splinter in collision; greater strength is obtained because body pillars and cross members can be made of the same thickness from end to end; and repairs are simplified. The Pullman saloon type of coach body has been much developed and now combines the comfort of a first-class railway carriage with the conveniences of road travelling, and the covered double-deck omnibus has come to stay—not before it was time. In the latest six-wheeled models as many as 70 persons can be conveyed with complete protection from the weather.

(Continued on next Column).

HINTS FOR THE NOVICE.

IMPORTANCE OF LUBRICATION.

[BY JOHN PRIOLIAU.]

The newcomer to motoring will do well to shut his ears to the specious tales he will hear about the impossibility of his motor-car letting him down at any moment for any reason except petrol shortage and type failure, and with the help of the instruction book make out for himself a schedule of Attention to be Paid at Regular Intervals.

The schedule should be drawn up in strict conformity with the orders of the instruction book, put as clearly as possible, and truly and inwardly digested.

For example, careful checking of tyre pressure, all chassis lubrication points, obvious things such as the condition of the working parts of the ignition, whether by coil and battery or by magneto, and water and oil levels. And in this connection it is well to be particularly careful about the oil level. Most makers recommend that the oil should be withdrawn from the sump every 2,000 miles and a new supply introduced. For myself, I prefer to do this at the very least once every 1,000.

(Continued on next Column).

In the construction of van bodies for the transport of goods, the use of a metal-faced plywood, which gives lightness and freedom from drumming, while furnishing the necessary strength, has done much towards improving the general performance of vans. Special bodies designed to suit particular trade requirements, and often fitted with ingenious labour-saving devices, are constantly being produced. There is, in fact, a British-made chassis for every purpose, private and industrial, and the British coachbuilder can justly be said to have moved with the times.

In country districts it is often necessary to use lightly made roads or lanes in order to reach the scene of a fire, and even to go where no road exists. If the buildings are outlying, four-wheeled fire engine may have to use inconvenient lengths of hose because it cannot cover rough or, more especially, soft ground. Again, a fire engine is bound to carry a considerable load, and the distribution of the weight over six wheels with ten tyres, rather than over four wheels with four or six tyres at the most, is clearly desirable. With reduced axle load for a given weight, pneumatic tyres are not only possible but practical, and with their use chassis weight can be cut down and speed capacity increased. For ambulance work it is obvious that speed must be combined with a high degree of driving control, safety, and comfort to the patients inside. On all these counts the British rigid frame six-wheeler can be recommended. It has been proved that even with vehicles designed for travelling across country and up very steep gradients, ample maximum and average speeds can also be obtained on roads; and the fact that braking on the four driving wheels can be easily arranged demonstrates that adequate deceleration force can be provided, giving the driver a large measure of speed control, both in the open and in traffic.

Road-Holding Qualities.

The efficiency both of steering and braking controls is largely dependent upon the road-holding qualities of a vehicle. In the six-wheeler the pneumatic tires form the first absorber of shocks due to road inequalities, and with the bogie suspension it is possible by oscillation to obtain, within limits, equal load-distribution and tractive effort from all four driving wheels irrespective of the nature of the ground. This ensures a more continuous drive or conversion of power into locomotion, while steering and braking actions are improved, because the wheels adhere more closely to the surface of the ground. With the oscillation allowed by central pivoting of the bogie or duplicated back axle, frame displacement for a given driving wheel rise is halved in comparison with that of a four-wheeled vehicle; and far greater comfort to the patients conveyed is ensured.

It will be seen, then, that this type of machine meets modern requirements both in fire fighting and in ambulance operation. Although the latter latter calls for a specialized type of vehicle—the ideal chassis would be one having a six-cylinder engine, low pressure pneumatic tires, and a four-wheel drive of the rigid frame six-wheel type—there is no reason why such a production should not find a growing market and so recommend itself to employers of fast and luxurious patterns of medium-sized passenger-conveying vehicles.—The Times.

Most instruction books will tell you that the oil should be occasionally changed in the clutch pit, and at regular intervals in the gear box and back axle, but I have very seldom met anyone, except an experienced enthusiast, who pays much attention to this important point. Some engines feed their clutches with oil from the sump, but even this is no excuse for not regularly emptying the pit and putting in clean stuff.

Gear boxes, I suppose, next to back axles, are the most neglected units in the average car owned by the inexperienced. It is not nearly enough to add further oil whenever you happen to remember to check the level—a thing which is done far more seldom than you might imagine. Clumsy gear-changing will in time damage gear teeth in the shape of knocking chips off them, and these chips, with the oil sludge at the bottom of the box, form a destructive grinding paste which accelerates the wear and tear throughout the gear box.

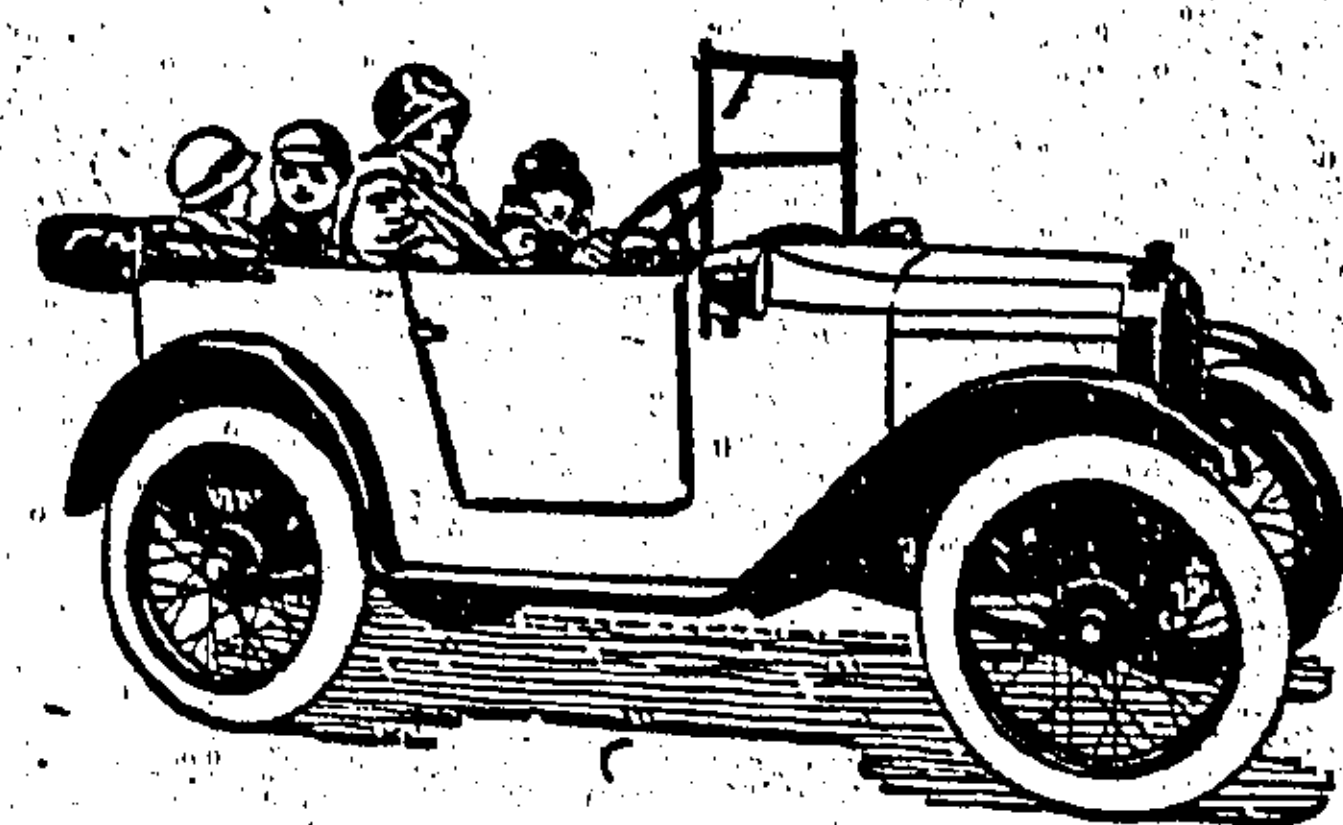
Gear oil is cheap enough in all conscience, and disagreeable as the job may be, I always think it is well worth while letting out the old, swelling out the box with petrol, and, when the last drop of the latter has evaporated, filling up with new.

A Trouble, But —

There are some gear boxes which will hold engine-oil nearly as well as proper gear oil, and unless there is some sort of objection to its use such as undue noise I would always advise a novice to use heavy engine oil rather than gear oil. The churning that goes on in a gear box over filled with a heavy oil, most of which is old and useless, is a fruitful source of power loss.

Most back axles should be supplied with heavy oil, because their design and construction make them less oil tight than a gear box, but here again it is worth while finding out by trial and error what is the lightest grade of oil that can safely be used. I would sooner have to fill up either gear box or back axle or both with new oil every 500 miles because of loss and know that my car was really running free than save myself this small labour and know that she was running sluggishly.

Remember that some things cannot be over-lubricated, such as spring shackles, which are usually grossly neglected. The amount of oil you waste by too frequent use of the grease gun at these points is negligible. What you lose in comfort and long wear by wilfully forgetting them is very considerable. All machinery needs careful attention if you want it to work properly, and a motor-car rather more than most other kinds.



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[A.R.7]

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HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, May 22nd.		
Day	at 8 a.m.	at 4 p.m.
Barometer...	29.79	29.80
Temperature...	73	76
Humidity...	77	88
Wind—		
Direction	WNW	E
Force	2	1
Weather	0	0
Rain	1.39	0.00
Highest open-air Temperature, 21st: 81		
Lowest open-air Temperature, 22nd: 74		
B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.		

HONG KONG TIDE TABLE.

From May 23rd to 29th, 1928.		
High Water		
Day	Month	Time
Wed. 23	May	10 15
Thur. 24	May	11 10
Fri. 25	May	12 05
Sat. 26	May	1 00
Sun. 27	May	1 55
Mon. 28	May	2 50
Tues. 29	May	3 45
Low Water		
Day	Month	Time
Wed. 23	May	4 15
Thur. 24	May	5 10
Fri. 25	May	6 05
Sat. 26	May	7 00
Sun. 27	May	7 55
Mon. 28	May	8 50
Tues. 29	May	9 45

THE CHINA COAST.

APPOINTMENTS AND CHANGES.

Mr. D. C. Cameron, sup'y second officer, *Faithful*, has gone second officer, *Nanchang*.

Mr. J. Taylor, chief officer, *Szechuen*, has gone chief officer, *Suiyang*.

Mr. J. H. Hodgkins, chief officer, *Nanchang*, has gone chief officer, *Hsin Peking*. Mr. W. L. Thomas, chief officer, *Hsin Peking*, has gone chief officer, *Szechuen*. Mr. E. D. Penhale, chief officer, *Szechuen*, has gone extra chief officer, *Taming*. Mr. R. B. Lee, sup'y second officer, *Hsin Peking*, has gone second officer, *Szechuen*. Mr. T. J. Thomas, second officer, *Szechuen*, has gone sup'y second officer, *Hsin Peking*.

Mr. T. A. Ellis, second officer, *Ningpo*, is on reserve. Mr. A. S. Lewis, sup'y second officer, *Taming*, has gone second officer, *Ningpo*. Mr. D. McPherson, chief officer, *Ningpo*, has resigned from the China Navigation Company. Mr. G. P. Cope, second officer, *Wanlu*, has gone acting chief officer, *Ningpo*.

Mr. J. R. Liley, second officer, *Sunning*, is on reserve. Mr. S. E. Ries, sup'y second officer, *Taming*, has gone second officer, *Sunning*. Mr. G. J. Forster, from reserve, has gone sup'y third engineer officer, *Suiyang*.

Mr. J. W. E. Tonkin, from reserve, has gone sup'y third engineer officer, *Suiyang*.

Mr. L. A. MacFarlane, second engineer officer, *Suiyang*, has gone extra chief engineer officer, *Chenyang*.

Mr. R. H. Brown, sup'y chief engineer officer, *Sinking*, is on Home leave.

Mr. D. Warden, from reserve, has gone chief engineer officer, *Poyang*.

Mr. A. Jeffrey, acting second engineer officer, *Tungchow*, has gone acting second engineer officer, *Taming*.

Mr. W. S. Sharp, sup'y third engineer officer, *Hsin Peking*, has resigned from the China Navigation Company.

Mr. S. Dumbreck, third engineer officer, *Taming*, has resigned from the China Navigation Company.

Mr. F. Appleton, third engineer officer, *Tungchow*, has gone sup'y third engineer officer, *Tungchow*.

Mr. J. A. Duggan, third engineer officer, *Sunning*, is on reserve. Mr. C. Maberly, from reserve, has gone third engineer officer, *Sunning*.

Mr. D. B. Kerr has been appointed chief engineer officer, *Chenyang*. Captain A. Sinclair, of the *Yat-shing*, is on Home leave. Captain H. W. Chandler, from Home leave, has gone master, *Faithful*.

Mr. G. H. Knight has been appointed sup'y second officer, *Luen-ho*.—Shipping and Engineering.

STOWAWAYS I HAVE KNOWN.

NOT AN ENVIABLE LOT.

[BY A SHIPPING AGENT.]

The recent terrible deaths of six men on board a North Pacific freighter afford graphic proof of the fearful risks stowaways run. In this instance the unfortunate adventurers died of slow starvation through unintentional neglect on the part of an accomplice on board.

Many a lonely stowaway has found a horrible death or a severe injury in the dark spaces of a ship's interior. I recall the sad case of a lad who, being unable to pay his passage home, hid himself between two huge, thick logs of rough-sawn mahogany in a ship's hold. The logs moved and jammed together during rough weather and the stowaway's body was afterwards discovered crushed to pulp.

Another stowaway spent a lively and fearsome few days frantically dodging large rolling barrels of cement which had broken loose in the ship's 'tween decks in a heavy gale, but suffered only a broken leg.

More deplorable was the plight of a stalwart young Negro whose pockets of concealment in the after 'tween decks of an African liner were occupied by a number of valuable live specimens of wild animal life destined for a Continental zoo including two fine full-grown leopards, and a young but exceedingly frisky elephant. Buffeted by a strong westerly gale in the Bay of Biscay, the ship rolled heavily, cages were smashed, the elephant broke loose from its fastenings, and stowaway and menagerie became mixed up in a wild, frenzied mêlée. Only two precious animals escaped unscathed, and the luckless stowaway emerged with a permanent derangement of the mind.

The lot of the poor stowaway is a hard one. The horrors of the Black Hole of Calcutta were no worse than being confined in a dark, evil-smelling ship's hold, filthy, foreboding, or dust-choked coal bunker, surrounded by the creakings and growlings of a labouring vessel in bad weather, with no idea of time or position and weak for want of food and water.

Doubtless the comparative leniency shown by captains and others towards the stowaway when discovered is due largely to a sneaking sympathy on their part with the culprit for the sufferings he has endured.

ELECTRICITY IN WARSHIPS.

BREAD OVENS AND LAUNDRY MACHINES.

THE SUBMARINE AN "ELECTRICAL SHIP."

The importance of electricity in the design and operation of modern battleships and the great variety of its uses in that connection were described in an interesting paper on "The Application of Electricity in Warships," read by Mr. W. McClelland at a meeting of the Western centre of the Institution of Electrical Engineers in the Plymouth Council Chamber.

Mr. McClelland declared in his paper that electricity in the British Navy dated from 1874, when an electrical device was first employed for firing guns. In 1879 the discharge of torpedoes was effected by means of electricity, experiments with searchlights having previously culminated in a complete electrical searchlight installation being fitted in H.M.S. *Minotaur* in 1876. Five years later the first electric lighting installation was fitted in H.M.S. *Minotaur*.

Probably the year 1904-5 could be taken as the beginning of modern electrical development in the British Navy, and since then its applications had advanced in variety concurrently with those on shore. The electrical installation of a warship to-day embraced most of the modern uses of electricity, and its growth at the present time was greater than at any period in the history of naval electrical engineering.

Mentioning that the limitation of size imposed by the Washington Treaty had forced on naval electrical designers many new problems, Mr. McClelland said in no other branch of engineering, probably, did such severe conditions of operation obtain as in a warship. Vibration, rolling, pitching, shock from gunfire, extremes of temperature, restrictions of space, and the effect of a salt-laden atmosphere had all to be taken into consideration.

Amongst the applications of electricity in warships, the speaker mentioned dynamos, pumps, fans, hoists, wireless telegraphy, the driving of machinery, lighting, fire and torpedo control circuits, telephone circuits, bells, telegraph direction tele-tales, and gun and torpedo firing circuits. Many electric motors were employed, and electrical heating apparatus was being fitted in warships in increasing numbers owing to its cleanliness and economy.

Mr. J. A. Duggan, third engineer officer, *Sunning*, is on reserve. Mr. C. Maberly, from reserve, has gone third engineer officer, *Sunning*.

Mr. D. B. Kerr has been appointed chief engineer officer, *Chenyang*. Captain A. Sinclair, of the *Yat-shing*, is on Home leave. Captain H. W. Chandler, from Home leave, has gone master, *Faithful*.

Mr. G. H. Knight has been appointed sup'y second officer, *Luen-ho*.—Shipping and Engineering.

The Submarine.

The submarine is, in an especial sense, an electrical ship, said Mr. McClelland. The electric motor had provided the best solution for underwater propulsion, and in the British and other Navies no other method was used. The entire underwater operation of the submarine was with a few exceptions, dependent on the secondary battery and the electrical installation it supplied, and to illustrate the amount of electrical machinery and apparatus installed in a submarine, it might be stated that its weight was not less than 14 per cent. of the underwater displacement of the ship. Without the aid of electrical devices, the submarine propulsion system would never have become the practical proposition it was today.

While developments were taking place in all branches of submarine work and new devices for which accommodation had to be found were frequently introduced, the displacement of these vessels had not increased at the same rate, however, so that conditions in them tended to become more and more congested as progress proceeded. It was this limitation of space which provided one of the most difficult, and certainly the most constant, of the problems to be faced.

Mr. McClelland concluded by pointing out that, while electrical machinery had been used for over 20 years, it had fallen out of favour for ordinary ships in this country, although in America electric propulsion had been vigorously developed. The first ships to be propelled by electricity were British ships, the *Electric Arc*, an experimental launch, built in 1911, and *Tynemouth*, a cargo vessel, built in 1912.

In the British Navy the geared turbine drive was normal for large warships, but in the United States Navy the electric drive had been adopted for all capital ships, and had been installed in the two aircraft carriers of 33,000 tons standard displacement sanctioned by the Washington Treaty.

Plymouth's Cheap Electricity. The chief advantage of electric drive was that it was very flexible, and allowed of minor overalls to the main turbo-generators while at sea. This was of importance to a warship which had suffered damage in action far from her base. On the other hand, the equipment was more expensive, heavier, and occupied more space, and could not normally be used for cruisers or destroyers, while the interchange of naval personnel between ships during times of emergency might be difficult.

RICH OLD MAN'S ROMANCE.

INFATUATION WITH WIFE'S COMPANION.

QUARREL OVER HIS WILL.

A remarkable story of a rich man's infatuation for his wife's companion was told at the Old Bailey, when Rose Agnes Bridgeman, aged 49, of Lyon-road, Harrow, Middlesex, pleaded guilty to publishing a defamatory libel on Mr. Albert Thomas Isaac, chairman of the Goldsmiths and Silversmiths Company, Limited, Regent-street.

Mr. H. D. Roome, prosecuting, said that Mr. Isaac was a trustee under the will of Mr. William Gibson, a former chairman of the Goldsmiths and Silversmiths Company, who died in 1913.

In the spring of 1910 Mr. Gibson and his wife were staying at Cannes, and Miss Bridgeman was staying with them as Mrs. Gibson's companion. According to her story intimacy took place between her and Mr. Gibson, and a child was born.

Mr. Gibson made her an allowance of £500 a year and provided her with a house. The arrangement was made through Mr. Gibson's intimate friend, Mr. Isaac, who made the payments until Mr. Gibson's death.

Under his will Mr. Gibson left £200 a year for life to the child, and this was interpreted by Mr. Isaac as a substitution for the £500 a year to Miss Bridgeman.

The latter took the view that it was intended as an addition to the sum allowed to her, and in 1920 the trustees took the matter to court.

By consent it was agreed that Miss Bridgeman should receive the two sums and £2,500 arrears for the seven years since Mr. Gibson's death.

The matter seemed to rankle in Miss Bridgeman's mind, and last May she called at the shop of the Goldsmiths and Silversmiths Company in Regent-street and in the hearing of customers called Mr. Isaac a big gamester. She was persuaded to leave the shop, and in the hope that her conduct would not be repeated no further notice was taken of it.

On March 12th she wrote the libellous letters complained of. In one she threatened to attend the general meeting of the company and put questions to Mr. Isaac who, she said, had defrauded Mr. Gibson's son and the son's mother.

£239,000 Fortune.

Mr. John Morris, defending, said that the letters were unjustifiable and ought never to have been written. It was a sad story. Mr. Gibson was a very wealthy man who left £239,000. In his lifetime he did what he could to make honourable amends to Miss Bridgeman. She was not an adventuresome, a schemer, or impostor, and there was only one occasion when Mr. Gibson took advantage of her. She was then 26 and he was 70.

The Recorder, Sir E. Wild, said it appeared from Miss Bridgeman's affidavit that Mr. Gibson had locked her in a room and told her that he would not let her out until she yielded to him. "I do not see," he added, "how any man could make honourable amends for conduct of that kind. He did what money could do."

Miss Bridgeman, from the dock, said that Mr. Isaac had given a sacred promise to Mr. Gibson to look after her and her boy and never let anyone know his parentage. He kept it until Mr. Gibson died. No one knew but that she was a widow.

Offered A Peasage. Mr. Gibson was a good man and a philanthropist, she added. He was offered a peasage before he died for the good he did to his fellow men.

"Is it not terrible I should stand in a felon's dock, the mother of that man's only son, because I have tried to get what my son should have?"

The Recorder said that in ordinary circumstances he would have sent Miss Bridgeman to prison, but there were circumstances in her career which must arouse sympathy. Mr. Gibson had treated her abominably. He had apparently offered her half his fortune to be his mistress, but she had repelled him.

"In my opinion," added the Recorder, "the trustees should have settled the matter of the allowance without waiting seven years. Had you written the letter during that period" while standing under a sense of grievance I might have acceded to the request of your counsel to bind you over. But since 1920 you have received everything you expected.

"You will be kept in custody till the May Sessions. During that time consider not only your grievance, which has been removed, but the grievance of Mr. Isaac. If you are then really repentant I shall bind you over and give you another chance."

The motor vessel *Malayan Prince* (from Hong Kong) arrived at Boston on May 19th and New York on May 21st respectively. The motor vessel *Chinese Prince* (from New York) arrived at Hong Kong on the 17th inst.

N.Y.K. Special Summer Excursion Tickets.

For Eastern residents and those who have come thus far from home should not miss the opportunity of taking a trip to Japan, as the N.Y.K. are offering Special Reduced Round-trip Rates as follows:—

From Hong Kong to SHANGHAI and Return H.K.	\$120.00
" " " " " " " " " " " "	165.00
" " " " " " " " " " " "	210.00
" " " " " " " " " " " "	235.00

Validity of Tickets—3 Months.

Period of Issue—From 11th JUNE to 31st SEPTEMBER.

For Further Information Please Apply to

NIPPON YUSEN KAISHA,

HONG KONG. No. 8, CONNAUGHT ROAD CENTRAL. PHONE 'C' 292.

CONSIGNEE NOTICES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "GENERAL METZINGER."

BRINGING CARGO FROM MARSEILLES, etc. ALSO CARGO FROM BORDEAUX, COGNAC, etc. Ex. S.S. "FORMIGNY"

CONSIGNEES are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before Thursday, the 31st May, 1928, or they will not be recognized. Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on Monday, the 28th May, 1928. No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent.
Hong Kong, May 22nd, 1928. [8280]

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "SI-KIANG"

BRINGING CARGO FROM DUNKIRK, ROTTERDAM, ANTWERP, LONDON, etc.

CONSIGNEES are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before Monday, the 28th May, 1928, or they will not be recognized. Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on Friday, the 25th May, 1928. No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent.
Hong Kong, 19th May, 1928. [8269]

BRITISH INDIA S.S. CO., LTD.

FROM KOBE & MOJI.

THE Steamship "HATIPARA" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence Delivery may be obtained as soon as the Goods are landed.

Goods not cleared by 23rd May, 1928, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Underwriter on or before 8th June, 1928, or they will not be recognized. No Claims will be admitted after the Goods have left the Godowns. MACKINNON, MACKENZIE & Co., Agents.
Hong Kong, 21st May, 1928. [8275]

BRITISH INDIA S.S. CO., LTD.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "SANTHA" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence Delivery may be obtained as soon as the Goods are landed.

Goods not cleared by 24th May, 1928, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays. All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns. MACKINNON, MACKENZIE & Co., Agents.
Hong Kong, 18th May, 1928. [8263]

CLEARANCES.

May 22nd.
Athena II., for Sangan.
Chenai, for Canton.
Chung On, for Shanmi.
Eldridge, for Manila.
Fook Sang, for Singapore.
General Metzinger, for Shanghai.
Glennan, for Singapore.
Havard, for Keelung.
Hong Chong, for Saigon.
Hong On, for Hainan.
Kupah, for Shanghai.
Kishima Maru, for Manila.
Lee On, for Hainan.
Phuamph, for Saigon.
President Lincoln, for Manila.
Seaton, for Swatow.
Shin Hing, for Macao.
Stuart Dollar, for Manila.
Sua Sui Kai, for Kwong Chow.
Wan.
Thay Guan, for Singapore.
Tjiuwong, for Batavia.
Wai Shing, for Canton.
Yong Shik Kung, for Saigon.
Yung Fu, for Hainan.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION Co's STEAMER "MIRZAPUR."

ARRIVED HONG KONG ON 20TH MAY, 1928.
FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

This Vessel brings on Cargo from Persian Gulf ex B.L.S.N. and B. & P.S.N. Co's Steamers. Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer. Goods not cleared within 8 days including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims will be admitted after the Goods have left the Godowns. MACKINNON, MACKENZIE & Co., Agents.
Hong Kong, 21st May, 1928. [8274]

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION Co's STEAMER "DEVANHA."

ARRIVED HONG KONG ON 20TH MAY, 1928.
FROM ANTWERP, LONDON, GENEVA, PORT SAID, ADEN, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary Six hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival, will be subject to Rent.

CHINA NAVIGATION COMPANY, LIMITED.

SHANGHAI	"HUBER"	On 23rd May	6 a.m.
HONGKONG & SHANGHAI	"KWANGTUNG"	On 23rd May	3 p.m.
SHANGHAI	"NINGHAI"	On 24th May	6 a.m.
SHANGHAI & SHANGHAI	"CHENYUAN"	On 24th May	1 p.m.
SHANGHAI	"KINGYUAN"	On 24th May	4 p.m.
SHANGHAI & TIENTSIN	"SZECHUEN"	On 24th May	6 a.m.
AMOI, SWATOW & SHANGHAI	"ANTUNG"	On 27th May	6 a.m.
SWATOW & SHANGHAI	"KWANGCHOW"	On 27th May	Noon
SWATOW, SHANGHAI, NEW	"YINGCHOW"	On 27th May	Noon
AMOI, SHANGHAI & TIENTSIN	"SUNNING"	On 28th May	6 p.m.
SHANGHAI	"YUNNAN"	On 30th May	6 a.m.
HONGKONG, PAKHOI & HAIPHONG	"TEAN"	On 31st May	10 a.m.
SWATOW & SHANGHAI	"LINAN"	On 31st May	Noon
SHANGHAI & TIENTSIN	"SHANTUNG"	On 2nd June	6 a.m.
WANHAIWAI, CHEFOO & TIENTSIN	"HUICHOW"	On 3rd June	6 a.m.
AMOI, SWATOW, SHANGHAI & HANGKOW	"KWEIYANG"	On 3rd June	6 a.m.
SWATOW & SHANGHAI	"KIANGSU"	On 3rd June	Noon
SWATOW, SHANGHAI, NEW	"LIANGCHOW"	On 3rd June	Noon
CHOWANG & DALNY	"LIANGCHOW"	On 3rd June	Noon
WANHAIWAI, CHEFOO & TIENTSIN	"KUBICHOW"	On 12th June	4 p.m.

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, have now been reduced to \$80 SINGLE and \$90 RETURN.

For Freight and Passage apply to—BUTTERFIELD & SWIRE, Agents.

TELEPHONE: CENTRAL 35.

CARGO AND PASSENGER CAN BE OBTAINED AT THE OFFICE OF BUTTERFIELD & SWIRE.

SALE OF CARGO CAN BE OBTAINED AT THE OFFICE OF BUTTERFIELD & SWIRE.

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Shipping News Arrivals and Departures, etc.

ARRIVALS.	PASSENGERS.	Departures.
May 21st.	Arrivals.	The following first class passengers left Hong Kong by the A.M.L. liner <i>President Grant</i> for San Francisco, on May 22nd:—Mr. Sunichi Amachi, Mr. E. N. Carpenter, Mr. Norifumi Daimon, Mr. and Mrs. L. D. Gholson, Mr. Kan Igawa, Mr. T. Kinoshita, Mr. Ryuzo, Korukuri, Mr. Kinzo Nakagawa, Mr. Edward Imrod, Mr. Michimoro Ono, Mr. J. J. Sabatier, Mr. Eini Sugai, Mr. Unes Tanisawa, Mr. Kwan Utsumi, Mr. Dairoku Watanabe, Mr. Saburo Yokozawa, Mr. Torao Yuasa, Mr. and Mrs. D. T. Buckley, Mr. Tei Tanaka, Mr. Theo G. Davis, Mr. Florence M. Davis, Mr. W. G. Robinson, Mrs. Mary Cooper, Dr. and Mrs. C. R. Eskey, Mr. Ramon Fernandez, Mr. Walters Hicks, Mr. T. E. Murphy, Master Werner Murphy, Miss Elfrida Murphy, Mr. C. L. Pickett, Mrs. Leta M. Pickett, Miss Myrtle Pickett, Major Theodore Scott, Mrs. Sara Scott, Mr. and Mrs. J. F. Taddiken, Mr. and Mrs. G. R. Walker, Master Robert Walker, Mr. Chiu King, Mr. L. H. King, Mr. D. Duthie, Mrs. Rosario Del Pan, Miss Rosario Del Pan, Mr. and Mrs. Park E. Green, Dr. Kenneth R. Howard, Dr. G. W. Leavelle, Mr. So Chui Sim, Mr. and Mrs. Leung Heung Po, Mr. Kung Sing Yau, Mr. Theodore Hsiao, Mr. Fan W. Shun, Mr. F. A. Redmond, Mr. D. E. Smith, Mr. Oyang, Miss Oyang, Mr. Oyang, Miss Oyang, Mr. Cheng King Wan, Mr. C. E. Fisher, Mr. and Mrs. A. K. Rhoden, Miss C. E. Gurside, Mr. Nick Lun Leung, Mr. Ma Sau Pak, Mr. Leonard Yates, Mr. Lee Kary, Mr. Hung Shu Man, Mr. W. G. Goggin, Dr. J. S. Gaudin, Mr. Pang Shui Ki, Mr. Chan Wai Hung, Mr. E. G. Welby, Mr. R. H. Nitchke, Miss Y. Y. Nitchke, Mr. J. Scott, Miss M. Peterson, Mrs. Heinrich, Master Heinrich, Mr. Chow Sing Kwai, Mr. Woo Kit, Mrs. Jew Shee, Master Woo Foon, Mr. and Mrs. A. T. Groot, Baron A. Sadein, Mr. H. Malcolm Smith, Mr. R. E. Lindell, Lady Stuart Taylor, Mrs. W. G. H. Miles, Mr. C. Wign, Miss Elsa D. Alves, Mr. H. R. B. Hancock, Mr. H. Owen Hughes, Rev. E. K. Quick, Mr. G. R. Sayer, Capt. A. N. Reynolds, Lt. A. H. Musson, Capt. I. Erskine, Capt. N. Thorpe, Mr. E. C. Fincher, Mr. A. W. Ramsay, Mr. and Mrs. S. Jex, Mrs. and Miss Hancock, Mr. Ho Leung, Mrs. E. K. Master, A. H. Ho, Master R. W. H. Miss E. L. Washington, Mr. J. C. Bourne, Mr. and Mrs. Robert J. Cooke, Mr. F. E. Eca Da Silva, Mr. and Mrs. R. E. Tottenham, Mr. C. L. Shen, Mr. Chan Wai Tung, Mr. To Chung Pu, Mrs. E. A. Nitchke, Miss C. V. Nitchke, Miss T. Scott, Mr. and Mrs. W. Fimmell, Mr. W. Abbotson, Mr. Yee Mun Yee, Mr. Hasomal Tirthadas, Mrs. Lon Teung Tin, Mr. Woo Sim, Mrs. Soo Hoo Shee, Mr. Mar Lin, Dr. John Anderson, Mr. A. H. Vander Pijl.
May 22nd.	Arrivals.	The following first class passengers left Hong Kong by the A.M.L. liner <i>President Grant</i> for San Francisco, on May 22nd:—Mr. Sunichi Amachi, Mr. E. N. Carpenter, Mr. Norifumi Daimon, Mr. and Mrs. L. D. Gholson, Mr. Kan Igawa, Mr. T. Kinoshita, Mr. Ryuzo, Korukuri, Mr. Kinzo Nakagawa, Mr. Edward Imrod, Mr. Michimoro Ono, Mr. J. J. Sabatier, Mr. Eini Sugai, Mr. Unes Tanisawa, Mr. Kwan Utsumi, Mr. Dairoku Watanabe, Mr. Saburo Yokozawa, Mr. Torao Yuasa, Mr. and Mrs. D. T. Buckley, Mr. Tei Tanaka, Mr. Theo G. Davis, Mr. Florence M. Davis, Mr. W. G. Robinson, Mrs. Mary Cooper, Dr. and Mrs. C. R. Eskey, Mr. Ramon Fernandez, Mr. Walters Hicks, Mr. T. E. Murphy, Master Werner Murphy, Miss Elfrida Murphy, Mr. C. L. Pickett, Mrs. Leta M. Pickett, Miss Myrtle Pickett, Major Theodore Scott, Mrs. Sara Scott, Mr. and Mrs. J. F. Taddiken, Mr. and Mrs. G. R. Walker, Master Robert Walker, Mr. Chiu King, Mr. L. H. King, Mr. D. Duthie, Mrs. Rosario Del Pan, Miss Rosario Del Pan, Mr. and Mrs. Park E. Green, Dr. Kenneth R. Howard, Dr. G. W. Leavelle, Mr. So Chui Sim, Mr. and Mrs. Leung Heung Po, Mr. Kung Sing Yau, Mr. Theodore Hsiao, Mr. Fan W. Shun, Mr. F. A. Redmond, Mr. D. E. Smith, Mr. Oyang, Miss Oyang, Mr. Oyang, Miss Oyang, Mr. Cheng King Wan, Mr. C. E. Fisher, Mr. and Mrs. A. K. Rhoden, Miss C. E. Gurside, Mr. Nick Lun Leung, Mr. Ma Sau Pak, Mr. Leonard Yates, Mr. Lee Kary, Mr. Hung Shu Man, Mr. W. G. Goggin, Dr. J. S. Gaudin, Mr. Pang Shui Ki, Mr. Chan Wai Hung, Mr. E. G. Welby, Mr. R. H. Nitchke, Miss Y. Y. Nitchke, Mr. J. Scott, Miss M. Peterson, Mrs. Heinrich, Master Heinrich, Mr. Chow Sing Kwai, Mr. Woo Kit, Mrs. Jew Shee, Master Woo Foon, Mr. and Mrs. A. T. Groot, Baron A. Sadein, Mr. H. Malcolm Smith, Mr. R. E. Lindell, Lady Stuart Taylor, Mrs. W. G. H. Miles, Mr. C. Wign, Miss Elsa D. Alves, Mr. H. R. B. Hancock, Mr. H. Owen Hughes, Rev. E. K. Quick, Mr. G. R. Sayer, Capt. A. N. Reynolds, Lt. A. H. Musson, Capt. I. Erskine, Capt. N. Thorpe, Mr. E. C. Fincher, Mr. A. W. Ramsay, Mr. and Mrs. S. Jex, Mrs. and Miss Hancock, Mr. Ho Leung, Mrs. E. K. Master, A. H. Ho, Master R. W. H. Miss E. L. Washington, Mr. J. C. Bourne, Mr. and Mrs. Robert J. Cooke, Mr. F. E. Eca Da Silva, Mr. and Mrs. R. E. Tottenham, Mr. C. L. Shen, Mr. Chan Wai Tung, Mr. To Chung Pu, Mrs. E. A. Nitchke, Miss C. V. Nitchke, Miss T. Scott, Mr. and Mrs. W. Fimmell, Mr. W. Abbotson, Mr. Yee Mun Yee, Mr. Hasomal Tirthadas, Mrs. Lon Teung Tin, Mr. Woo Sim, Mrs. Soo Hoo Shee, Mr. Mar Lin, Dr. John Anderson, Mr. A. H. Vander Pijl.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

TO	STEAMSHIP	DATE
TSINGTAI via SWATOW & SHANGHAI	"FOOSHING" "CHAKSANG" "YATSHING" "KWONGSANG"	Wed. 23rd May, at Noon Sun. 27th May, at Noon Wed. 30th May, at Noon Sun. 3rd June, at Noon
OSAKA via AMOY, SHANGHAI & KOBE	"NAMSANG"	Sun. 3rd June, at 7 a.m.
CANTON	"YATSHING"	Thurs. 24th May, at 8 p.m.
STRAITS & CALCUTTA	"KUTSANG" "HOSANG"	Fri. 25th May, at 3 p.m. Tues. 29th May, at 3 p.m.
SANDAKAN	"HINSANG"	Wed. 30th May, at Noon
TIENTSIN	"YUSANG"	Tues. 29th May, at Noon

For Freight or Passage, apply to—
JARDINE, MATHESON & CO., LTD.
GENERAL MANAGERS.
Telephone: CENTRAL No. 318.

GLEN LINE.

FARE: HONG KONG TO LONDON £22.
TO LONDON, ROTTERDAM & HAMBURG VIA STRAITS & COLOMBO.

Steamship	"CARNARVONSHIRE" (via Oran)	15th June
Steamship	"PEMBROKESHIRE" (via Oran)	13th July
Steamship	"GLENSHIRE" (via Oran)	8th Aug.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship	"PEMBROKESHIRE"	28th May
Steamship	"GLENSHIRE"	9th June
Steamship	"GLENSHIRE"	29th June
Steamship	"CARDIGANSHIRE"	9th July
Motor Vessel	"GLENGLIDE"	20th July

For Freight, Passage and further Particulars, apply to—
JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.



FAR EASTERN PASSENGER & FREIGHT SERVICE.

FARE FROM HONG KONG TO GENOA:
Cabin class ... £73. Intermediate class ... £48.
THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON:
Cabin class ... £80.

NEXT HOMEWARD SAILINGS:

Freight S.S.	"Dessau"	departure	4th June
Freight S.S.	"Trave"	departure	19th June
Freight S.S.	"SAARBRUCKEN"	departure	19th June
Freight S.S.	"Havel"	departure	11th July
Freight S.S.	"COBLENZ"	departure	25th July
Freight S.S.	"Grandon"	departure	11th August
Freight S.S.	"FULDA"	departure	31st August
Freight S.S.	"Ludwigshafen"	departure	31st August

Passenger steamers sailing via Manila and Ports to Genoa, Amsterdam, Rotterdam, Hamburg and Bremen.
Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

NEXT OUTWARD SAILINGS:

Freight S.S.	"Platz"	due here	24th May
Freight S.S.	"SAARBRUCKEN"	due here	4th June
Freight S.S.	"Havel"	due here	22nd June
Freight S.S.	"COBLENZ"	due here	2nd July
Freight S.S.	"Ludwigshafen"	due here	18th July
Freight S.S.	"FULDA"	due here	30th July
Freight S.S.	"Oder"	due here	15th August

Passenger steamers sailing via Shanghai to North China Ports.
Freight steamers sailing via Shanghai to Japan and North China Ports.

MELCHERS & CO., AGENTS, HONG KONG.

Telephone C. 4537. 5, Chester Road. Queen's Building.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers. Sailings subject to alteration without notice.

FOR SWATOW, AMOY & FOCHOW AND RETURN

(Occupying 8 to 9 Days)

HAIYANG	Wednesday, the 23rd May, at 8 p.m.
HAIRING	Friday, the 25th May, at 3 p.m.
HAIHONG	Tuesday, the 28th May, at 8 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Fochow (Pagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$80.00 including Meals while the Steamer is in Port.
For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO., General Managers.

PRINCE LINE

IMPROVED SERVICE

BY FAST MOTOR VESSELS

TO BOSTON AND NEW YORK

M.V. "JAPANESE PRINCE" ... 3rd June

M.V. "CHINESE PRINCE" ... 29th June

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3185. (Incorporated in Great Britain)

Telegrams: FURNESEA, HONGKONG. Kings Building.

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MAIL AND CARGO STEAMERS TO AND FROM MARSEILLES, DUNKIRK, U.K. HAMBURG & ROTTERDAM.

From Marseilles

SPHINX	5th June
ANGERS	19th June
PAUL LEBON	3rd July
ANDRE LEBON	17th July

For Shanghai and Japan

SPHINX	5th June
ANGERS	19th June
PAUL LEBON	3rd July
ANDRE LEBON	17th July

For Marseilles

DARTAGNAN	5th June
G. METZINGER	19th June
SPHINX	3rd July
ANGERS	17th July

For Rotterdam, Hamburg, Dunkirk

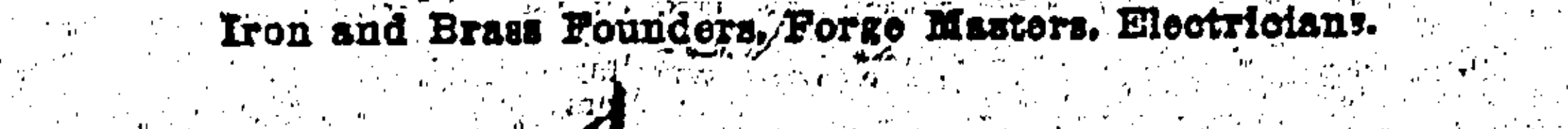
CAPT. FAUBE (Cargo)	10th June
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For full Particulars, apply to—
CIE des MESSAGERIES MARITIMES.
Telephone: C. 651 and 740. 3, Queen's Building.

The HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.
Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service. Length 165' B.P., Breadth 34' (m), Depth 17' (m), L.H.P. 2,000. Fitted with electrically driven submarine and centrifugal pumps, air compressor, wireless, searchlight and a modern appliances for Salvage Works.

Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.



TEN THOUSAND MILES

—of Uninterrupted Canadian Pacific Service

If you are going to Europe, why not use the uninterrupted service of the World's Greatest Travel System?

On the three separate legs of your journey—across the Pacific, across Canada, and across the Atlantic—this highly trained organization caters to your every need. Its servants are obliging, efficient, and thoughtful of your comfort; its ships, trains and hotels are among the world's best.

Follow the lead of experienced travellers and go the Canadian Pacific way.



CANADIAN PACIFIC

Next sailing to the Pacific Coast
S.S. "EMPEROR OF ASIA"
30TH MAY, 1928—At NOON.

WORLD'S GREATEST TRAVEL SYSTEM

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES
\$120, \$115, \$110, \$105, \$100, via SAN FRANCISCO,
\$140, \$135, \$130, \$125, \$120, via JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
TAIYO MARU ... Tuesday, 29th May
TENYO MARU ... Tuesday, 12th June
LONDON via Singapore, Suez, Marseilles & Ports.
HAKUSAN MARU ... Saturday, 2nd June
KITANO MARU ... Saturday, 16th June
SYDNEY & MELBOURNE via Manila & Ports.
MISHIMA MARU ... Wednesday, 23rd May
TANGO MARU ... Wednesday, 20th June
BOMBAY via Singapore, Penang & Colombo.
+ MOJI MARU ... Sunday, 27th May
SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.
RAKUYO MARU ... Thursday, 31st May
SOUTH AMERICA (East Coast) via Singapore, Cape
Town & Ports.
WAKASA MARU ... Saturday, 9th June
NEW YORK and/or BOSTON via PANAMA.
+ KUYA MARU ... Sunday, 10th June
+ ASUKA MARU ... Saturday, 16th June
LIVERPOOL via Singapore, Colombo, Port Said & Ports.
+ TOYOAKA MARU ... Wednesday, 23rd May
QALOUTTA via Singapore, Penang & Rangoon.
+ MURBAN MARU ... Saturday, 2nd June
NAGASAKI, KOBE & YOKOHAMA.
+ AKI MARU ... Friday, 22nd June
SHANGHAI, KOBE & YOKOHAMA.
+ RANGON MARU (Moji direct) ... Wednesday, 23rd May
+ NAGANO MARU (Moji direct) ... Saturday, 26th May
+ KAMO MARU ... Tuesday, 29th May
+ Cargo only.

Subject to alteration without notice.

For further information, apply to—
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KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE MOTOR VESSEL

"CREMER"

Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on 24th May, at Noon.

Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
Service to destinations in the Netherlands East Indies
and Australia.

Agents—
JAVA-CHINA-JAPAN-LIJN.
Telephone 1574. YONG BUNNEN, CHINA TOWN.

Shipping News

Daily Statement, Waterfront News,
Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

GENERAL INCREASE IN
FREIGHT RETURNS.

GOOD RETURNS FROM
BRITISH VESSELS.

After a short period of rather low cargo returns, the freights manifested for both Hong Kong and ports beyond the Colony showed a general increase. There were eighteen arrivals and eleven departures during the 24 hours ended at 9 a.m. yesterday, and British ships were among the best cargo carriers. A fair percentage of the total cargo returns was also from British steamers, while the heaviest cargo for Hong Kong was shown by a new British vessel which arrived for the first time in Hong Kong.

Local imports amounted to 19,103 tons, an increase of over 10,000 tons. Seven British vessels contributed 11,521 tons, and the best return was shown by the s.s. *Henry Deutch de la Meurthe* with 7,500 tons of oil fuel from Tarakan. This is the vessel's first visit to Hong Kong, and she is consigned by the Asiatic Petroleum Company. The s.s. *Lyemoo* another British vessel, owned by the Wo Fat Shing Co., discharged 2,500 tons of rice from Saigon.

Ten vessels carried cargo for ports beyond amounting to 22,701 tons of which five British ships contributed 7,781 tons. The s.s. *Den tang* (Dutch) carried 4,000 tons of general cargo from Los Angeles, and the s.s. *Glenara* (British) had 4,829 tons from Vladivostok and Shanghai.

The arrivals and departures during the period under review were as follows—

	Arr.	Dep.
British	9	8
American	1	0
French	1	0
Norwegian	0	1
Swedish	1	1
Danish	1	1
Japanese	2	2
Chinese	2	0
Total	18	11

VESSLS EXPECTED.

Australian-Oriental Line.
Changie, June 8th.
Taipei, June 10th.

Bank Line.
City of Chester, May 27th.
City of Tokyo, June 9th.
City of Bedford, June 22nd.
City of Osaka, July 7th.
City of New Castle, June 18th.
City of Evansville, July 20th.
City of Winnipeg, August 4th.
City of Delhi, September 1st.
City of Glasgow, September 28th.

Ben Line.
Benvorlich, to-day.

British-India and Apcar Line.
Talma, to-day.
Tilawa, May 31st.
Takawa, June 2nd.
Takada, June 5th.
Santhia, June 9th.
Talamba, June 15th.

Canadian Pacific Line.
Empress of Asia, May 28th.
Empress of Canada, June 4th.

Dollar Steamship Line.
President Cleveland, May 28th.

Blue Funnel Line.
Teuter, to-day.
Perseus, May 27th.
Menelaus, May 29th.
Pyrrhus, May 30th.
Hector, May 31st.
Adriatus, June 4th.
Mentor, June 8th.
Rhezenor, June 9th.
Tyndarus, June 10th.
Antenor, June 13th.
Dardanus, June 16th.
Phaiax, June 20th.
Antiochus, June 23rd.
Atrius, June 26th.
Glaukus, June 29th.
Helenus, June 30th.
Protesilaus, July 3rd.
Lycanor, July 6th.
Philoctetes, July 8th.
Ningehow, July 10th.
Achilles, July 13th.
Talthybius, July 16th.
Theseus, July 20th.
Aeneas, July 23rd.
Helios, August 4th.
Antiochus, August 6th.
Calchus, August 11th.
Automedon, August 17th.
Elipenor, August 22nd.
Sarpedon, August 23rd.
Kachon, September 18th.
Proclus, September 20th.

East Asiatic Co., Copenhagen.
Peru, June 6th.
Siam, June 10th.
Danmark, July 16th.

Eastern and Australian Lines.
Tanda, May 30th.
St. Albans, June 4th.
Arafura, July 8th.

Glen Line.
Pembroke, May 26th.
Gleniffer, June 9th.
Glenhane, June 20th.
Cardigan, July 9th.
Glenogle, July 20th.

Hamburg-America Linie and Hugo Stinnes Linie.
Ludendorff, May 27th.
Vogtland, June 2nd.
Hindenburg, June 13th.
Albert Foegler, June 13th.
Rhein, June 24th.
Oldenburg, July 7th.

Java-China-Japan Lijn.
Tjikembang, to-morrow.
Tjipanas, May 27th.
Tjibondari, May 28th.
Tjibodas, June 4th.

Messageries Maritimes.
Spina, June 5th.
Angers, June 19th.
Min, June 23rd.
Paul Lecat, July 3rd.

Nippon Yusen Kaisha.
Moji Maru, May 28th.
Kamo Maru, May 28th.
Hakusan Maru, June 1st.
Muroran Maru, June 1st.
Tenyo Maru, June 4th.
Morioka Maru, June 7th.
Wakasa Maru, June 8th.
Dakar Maru, June 9th.
Sada Maru, June 10th.
Fuji Maru, June 12th.
Aruka Maru, June 15th.
Kitano Maru, June 15th.
Korea Maru, June 19th.
Tango Maru, June 19th.
Haruna Maru, June 29th.
Shinyo Maru, July 9th.
Durban Maru, July 9th.
Kamakura Maru, July 11th.
Aki Maru, July 24th.
Bingo Maru, August 1st.

Norddeutscher Lloyd, Bremen.
Pfals, to-morrow.
Saarbrücken, June 4th.
Ramscheid, June 22nd.
Goldenz, July 2nd.
Ludwigshafen, July 18th.
Fulda, July 30th.
Order, August 15th.

DAILY WATERFRONT NEWS.

A NEW ARRIVAL.

[BY LONGSHOREMAN.]

Among the vessels which arrived in Hong Kong yesterday was the s.s. *Henry Deutch de la Meurthe*. This vessel is an oil fuel carrier and headed the list as the best cargo carrier for Hong Kong with 7,500 tons of oil fuel. Messrs. Asiatic Petroleum Company are the local agents for this vessel, while the owners are the Lutetian Navigation Company, Ltd. (Messrs. Newman & Davies, Ltd.).

The vessel was built in Bethlehem, France, and was launched in 1921. She is fitted as an oil fuel carrier; is electrically equipped and fitted with wireless. She is registered at London, as a British vessel, and comes under the heading at Lloyd's as A1, 100.

The gross tonnage of the vessel is 6,047, while the nett tonnage is given at 3,584 tons. Her dimensions are:—Length 112 feet, Width 32.9 feet, and depth 30.8 feet. She has a nominal H.P. of 532.

Asiatic Deck Passengers.
The Asiatic deck passengers arriving in the Colony during the 24 hours ended at 9 a.m. yesterday numbered 1,286. The passengers were brought to the Colony by seven vessels.

S.S. "President Lincoln."
The *President Lincoln* arrived in Hong Kong on Monday evening from San Francisco and Shanghai. Passengers for Hong Kong numbered 48 first-class saloon and 107 third class. In addition, for Hong Kong, there were 172 bags of mail and 1979 tons of general cargo.

SHIPPING MOVEMENTS.

The P. & O. Co.'s s.s. *Ranpura* left Singapore for Hong Kong on the 20th inst. at 9 a.m., with the outward English mails, and is due here to-morrow (Thursday) at about noon.

The s.s. *Talma* (B.I. and Apcar Line), from Amoy, is due in Hong Kong this (Wednesday) afternoon. The s.s. *Ludendorff* (Hugo Stinnes Linie) left Singapore on Tuesday morning, and is due in Hong Kong on Sunday afternoon, the 27th inst.

Peninsular and Oriental.

Ranpura, to-morrow.
Malwa, May 28th.
Alipore, May 31st.
Jeyapore, June 2nd.
Nankin, June 5th.
Khyber, June 7th.
Della, June 9th.
Ranpindri, June 21st.
Nellore, July 3rd.
Kashmir, July 3rd.
Bagpata, July 19th.
Kalyan, August 2nd.
Naldora, August 19th.
Karigar, August 30th.
Morba, September 13th.
Macedonia, October 13th.

Prince Line.
Japanese Prince, June 3rd.
Chinese Prince, June 29th.

Swedish East Asiatic Co., Ltd.
Nanking, May 25th.
Agro, June 16th.
Delhi, June 17th.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

"CITY OF BOMBAY" ... Harro, London, Rotterdam, Hamburg & Hull ... 25th May
"CITY OF CARLISLE" ... Harro, London, Rotterdam, Hamburg & Hull ... 24th June
"CITY OF TOKIO" ... Harro, London, Rotterdam, Hamburg & Hull ... 25th July

BOSTON, NEW YORK & BALTIMORE

"CITY OF NEWCASTLE" ... via Suez Canal ... 15th June
"CITY OF OSAKA" ... via Suez Canal ... 18th July
"CITY OF EVANSVILLE" ... via Suez Canal ... 10th August

ALSO AGENTS FOR

ANDREW WEIR & CO.

BOSTON & NEW YORK

"FORBESBANK" ... via Suez Canal ... 6th July

MAURITIUS & SOUTH AFRICA

"TINHOV" ... 7th August

Travelling for Mauritius, Réunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Inh. Port Amelia, Mozambique, Chinda, Inhambane, Zambézia, Mossambé, Kilimani, Port Natal, Lourenço, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply—
Telephone: Central 477.

THE BANK LINE, LTD.

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR
STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND, QUEBEC,
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.
PENINSULAR AND ORIENTAL PORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"MALWA"	10,886	28th May	Bombay, Marseilles and London.
"ALIPORE"	5,273	31st May	Straits, Colombo and Bombay.
"JEPPIAM"	5,314	2nd June	Mars. Ldn., A.werp, Ham, H. burg
"DELTA"	8,097	9th June	Straits, Mars. Ldn., Antwerp
"RANPURA"	16,801	23rd June	Bombay, Marseilles and London.
"MIRZAPUR"	6,715	28th June	Straits & Bombay.
"NOVARA"	6,889	30th June	Mars. Ldn., A.werp, Ham, H. burg
"KHYBER"	9,114	7th July	Marseilles, Ldn., Antwerp & H. burg
"KAWALPINDI"	16,819	21st July	Bombay, Marseilles and London.
"NANKIN"	7,058	28th July	Mars. Ldn., A.werp, Ham, H. burg
"KASHMIR"	8,885	4th Aug.	Mars. Ldn., Antwerp & H. burg
"KALPANA"	16,558	18th Aug.	Bombay, Marseilles and London.
"NALDEKA"	16,068	1st Sept.	Bombay, Marseilles and London.
"KALYAN"	9,144	15th Sept.	Mars. Ldn., Antwerp & H. burg
"KASHGAR"	9,005	19th Sept.	Marseilles and London.
"MORBA"	10,853	13th Oct.	do.
"MACEDONIA"	9,128	27th Oct.	do.
"KHYBER"	11,120	10th Nov.	do.
"MALWA"	9,114	24th Nov.	do.
"NALDEKA"	10,948	8th Dec.	do.
"MANTUA"	10,050	22nd Dec.	do.
	10,948	5th Jan., 1929	do.

* Cargo only.
+ Calla Casa Blanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong	Destination
"TALMA"	10,006	28th May	Singapore, Penang & Calcutta
"TAKILWA"	7,006	4th June	do.
"SANTHIA"	7,754	11th June	do.

A1—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
"TANDA"	6,986	1st June	Manila, Sandakan, Thursday
"ST. ALBANS"	4,500	29th June	Island, Townsville, Brisbane,
"ARAFURA"	6,000	3rd Aug.	Sydney and Melbourne.
"TANDA"	6,986	31st Aug.	

Regular Monthly Sailings from Hong Kong to Japan & along Coast to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, India, Cebu, Colombo, Java, Timor, Durban, or other ports en route as indicated on the cards.

Frequent connections from Australia with the following—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong	Destination
"RANPURA"	16,801	23rd May	S'hai, Kobe & Yokohama.
"TILAWA"	10,006	2nd June	Amoy, S'hai, Moji, Kobe & Osaka
"NANKIN"	7,058	5th June	S'hai, Moji, Kobe & Yokohama
"ST. ALBANS"	4,500	5th June	Amoy, Moji, Kobe & Yokohama
"TAKADA"	8,949	7th June	Amoy, Moji, Kobe & Yokohama
"KHYBER"	9,114	8th June	Amoy, Moji, Kobe & Yokohama
"TALAMBA"	9,018	17th June	Amoy, Moji, Kobe & Yokohama
"KAWALPINDI"	16,819	22nd June	S'hai, Tientsin, Weihaiwei, Kobe & Yokohama
"NELLORE"	6,853	3rd July	S'hai, Moji, Kobe & Yokohama
"KASHMIR"	8,885	4th July	S'hai, Moji, Kobe & Yokohama
"ARAFURA"	6,000	10th July	S'hai, Moji, Kobe & Yokohama
"KALPANA"	16,558	20th July	Shanghai, Kobe & Yokohama
"KASHGAR"	9,005	3rd Aug.	Shanghai, Kobe & Yokohama
"TANDA"	6,986	3rd Aug.	Shanghai, Kobe & Yokohama
"NALDEKA"	16,068	17th Aug.	Shanghai, Kobe & Yokohama
"KASHGAR"	9,005	17th Aug.	S'hai, Moji, Kobe & Yokohama
"ST. ALBANS"	4,500	4th Sept.	Amoy, Moji, Kobe & Yokohama
"MORBA"	10,853	14th Sept.	S'hai, Moji, Kobe & Yokohama
"ARAFURA"	6,000	28th Sept.	S'hai, Moji, Kobe & Yokohama
"MACEDONIA"	11,120	13th Oct.	S'hai, Moji, Kobe & Yokohama
"TAKILWA"	7,006	27th Oct.	do.
"MALWA"	10,886	4th Nov.	Amoy, Moji, Kobe & Yokohama
"NALDEKA"	16,068	10th Nov.	S'hai, Moji, Kobe & Yokohama
"MANTUA"	10,050	24th Nov.	Shanghai, Kobe & Yokohama
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"MACEDONIA"	11,120	2nd Feb.	do.
"KASHMIR"	8,885	16th Feb.	do.

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore, while awaiting the on carrying steamer.

All Cables are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 3 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Fare, Freight, Handbooks, etc., apply to—

MACKINNON MACKENZIE & CO.

P. & O. Building, Cantonment Road Central, HONG KONG. Agents. [1]

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS

LOADING DIRECT FOR

ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN, OSLO AND GOTHENBURG.

Leaving about

M.V. "FORMOSA" ... 10th June

M.V. "NANKING" ... 14th July

FOR SHANGHAI, JAPAN AND VLADIVOSTOK.

Leaving about

M.V. "NANKING" ... 25th May

M.V. "AFRA" ... 18th June

M.V. "DELHI" ... 17th June

For further particulars, apply to the Agents—
GILMAN & CO. LTD. G. E. HUYGEN, Canton.

